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PLANNING FOR SUNLIGHT

IT can be placed to the credit of the best of the "modernist" designs that they have given great importance to providing for the maximum amount of sunlight to enter the building, both by the study of aspect and the extent of window openings. There is, however, one main objection to the general adoption of the extent of window area these designs often exhibit, in that they expose the interior to extremes of temperature, and even in our relatively mild climate demand either double glazing or additional screening to ensure comfort, or alternatively additional provision for air-conditioning primarily for warmth in the winter season, but also for cooling in exceptionally hot weather. These demands add considerably to the cost, and as this is a basic factor in such a dominant proportion of our domestic building, it seems worth while to devote some attention to other possibilities. These may be considered under two heads. First, the arrangements that admit of the sun's rays reaching the exterior and the probable kinds of obstruction to this, and, secondly, the internal planning to get the best value out of the sunlight that can enter the interior.

The first is a matter involving the selection of the site and the plan for its development, and we must start with the character of the soil, in cases where alternative positions are available a heavy clay being accompanied by more fog with consequent loss of sunshine than gravelly or lighter soils. Then we get to the matter of gradients; as in England the average height of the midday sun in winter is only about 15 degrees, the development of an estate on an incline of 7 per cent. southward would enable us to count on 20 degrees, whereas this inclination northward would reduce the effective altitude to 10 degrees, therefore the southerly aspect will make a striking difference in the quantity of sunlight available.

This question of the sun's altitude in winter, when the limited amount of sunlight that we get is most precious, takes a most important place in the general layout of any scheme. The economic building density having been decided, the utmost skill should be directed to prevent the houses from "blanketing" the sunlight of the others. Roads running east and west are unsuitable for municipal housing, as the preference for the sitting room to face the road will give half these a north aspect, a drawback only to be avoided by providing a room running right through from front to back. Roads running north and south, or towards the south-east or south-west can be dealt with, and, of course, the road plan may be given many advantageous variations to assist the programme of opening up the houses to the sun.

While not very directly germane to our present-day activities, it is interesting to take a glance at some of our south coast watering-places and to note the various expedients by which as many houses as possible were enabled to claim a view of the sea, and incidentally of a little more sun than they would otherwise secure. In the nineteenth century many squares and crescents were planned open to the south, but in addition to these numbers of streets were lined entirely with bow-fronted houses so that one tier of windows, at any rate, got a glimpse of the sea at the bottom of the street, while in a few instances advantage has been taken of a sharp rise in the ground to form terraces looking right over the lower built-up areas south of them. Our present housing demands do not suggest development on these lines, but there are many methods by which houses could be grouped so that each has a better angle of sunlight. Courtyards planned to be open on the more or less southerly side, staggered or echeloned frontages, and other devices are appropriate to this programme, while on irregular ground the study of the contours will be helpful in providing further opportunities.

Most of the small houses we shall be erecting will be two storeys in height, but some smaller ones may economically be of one floor only, and these can be placed where their limited height will be less obstructive. Then, also, where the curtilages are small, areas for children's playgrounds or groups of allotments could be included at points where building would otherwise be too congested to secure adequate exposure to sunlight.

Passing on to the aspect of internal design and planning, for reasons already stated the size of windows must not be excessive, but they should be so placed as to give the maximum lighting efficiency and on the ground floor should be carried up as near to the ceiling as is convenient, the light coming mainly through the upper part of the opening; this determines a minimum of 5 feet for the height except where for any reason the sill is more than 30 inches from the floor; for bedrooms on an upper floor the sill should be at least 3 feet up and 4 feet will be adequate for the height of the window. Lighting efficiency involves careful study of the positions of windows in relation to the probable use of the rooms, so that most of the light should fall where the need for it is greatest and to provide for sunlight giving its cheerful effect over as much of the room as possible.

These demands will preclude the too general employment of the "type design," as every aspect will dictate a different plan, and this may again require modification owing to the position in relation to neighbouring blocks or groups; thus, even when type designs are adopted half-a-dozen variants will be needed to get the best results. In developments of the character visualised flat roofs make planning easier, but in other respects they are less advantageous than is claimed for them, and most of the suggested uses are fallacious. Apart from any views as to æsthetic propriety, it is obvious that a flat roof, with parapets, is on much the same footing as a low pitched roof, and a high pitched one somewhat more obstructive. Whatever the architectural character adopted for such a housing scheme, it cannot but gain from a close study of the foregoing considerations, which, it may be added, are to a large extent capable of application to buildings erected for other purposes.

NOTES AND NEWS

Ministry Matters.

NOTWITHSTANDING the great progress which has been made towards the completion of the Government building programme, the Ministry of Works is still administering work of a value of about one million pounds a week—at any rate, that was approximately the average during last year. About 54 per cent. of the new work has been controlled by the Ministry staff and the remaining 46 per cent. by nominated architects, engineers and consultants. It has been found that the more the work has become standardised the more difficult it has been to use the outside consultant. Generally, the private architect does little more than apply a standard plan to a site—a plan with the designing of which he has had nothing to do. Nevertheless, we believe that some of the most satisfactory schemes have been supervised by outside architects.

We hear that the long-expected report on Building Education which has been drawn up by the Central Council for Works and Buildings, is not likely to be issued for some time to come, as the Government wishes to consider it carefully before publication.

A Tribute to Godwin.

WE had long suspected Mr. H. G. Wells of being a student of *The Builder*. For evidence we need only recall Kipps's architect, who "had spent the previous afternoon in finding three large houses in *The Builder*, which he intended to combine into an original and copyright design of his own." But suspicion became certainty last week when, in an article in "The Evening Standard," Mr. Wells included the name of Godwin (our third Editor) in a short list of great Englishmen in the world of social reform. The tribute was a particularly agreeable one to ourselves, coming in the Centenary year of the paper in which Godwin made his attacks on the bad housing and sanitary conditions of his time.

Birmingham Housing Problem.

CONTINUING his conferences with local authorities, the Minister of Health (Mr. Ernest Brown), on January 21, discussed with representatives of Birmingham Corporation the present and post-war housing problems of the city. The deputation referred to the deterioration in housing conditions which had taken place during the war years owing to war-damage, and also to the difficulty of obtaining labour and materials for the carrying out of urgent works of ordinary repair and maintenance. The arrears of such work would have to be overtaken, and the city's post-war need was provisionally estimated at 100,000 houses, of which about half would probably be required to replace slums.

The Minister said that he knew how bad housing conditions had become, and appreciated that they were bound to deteriorate further unless more labour and materials could be made available for repair work. A scheme was being worked out with the Ministries of Labour and National Service and Works for accelerating the repair of seriously damaged houses so as to bring them back into use; and arrangements now being made would, it was hoped, despite the other urgent calls on labour, enable the most essential of ordinary repair work to houses to be carried out. As regards new houses, a start would be made as soon as labour and materials could be made available. Local authorities should be ready with at least a one-year's housing programme immediately the war ended.

The Chartered Surveyors' Institution.

THE Chartered Surveyors' Institution will hold an ordinary general meeting at 12, Great George-street, Westminster, S.W.1, on Tuesday, February 9, at 2 p.m., to discuss: 1. The Development Rights Scheme as recommended in Chapter IV (pages 31 to 56) of the Report of the Uthwatt Committee on Compensation and Betterment. 2 The scheme for a periodic levy on increases in annual site values recommended in Chapter IX (pages 135 to 154) of the same report. Each of these two heads of discussion will be introduced by a special speaker.

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COMING EVENTS

Saturday, January 30.

R.I.B.A. ARCHITECTURAL SCIENCE BOARD. Mr. R. Fitzmaurice on "The Architect's Approach to the Problem of Noise in Buildings." 2.15 p.m. Mr. F. L. Brady on "The Fundamental Principles of the Weathering of Building Materials." 4.30 p.m. At 66 Portland Place, W.1.

Thursday, February 4.

INSTITUTION OF CIVIL ENGINEERS.—Postponed Discussion Meeting on "Civil Engineers and the Building Industry: Management and Organisation: the Future of the Building Industry." Speakers include Lord Reith, Sir Ernest Simon and Sir Clement Hindley. Great George-street, S.W. 2.30 p.m.

TOWN AND COUNTRY PLANNING ASSOCIATION.—Mr. F. J. Osborn on "London's Dilemma." Y.W.C.A. Building, Great Russell-street, W.C.2. 1.15 p.m.

OBITUARY

John Burns.

Mr. John Burns, whose death on January 24 at the age of 84 has taken place, will always retain a proud place in the hearts of town-planners for his work as President of the Local Government Board in 1909, in placing the first Town Planning Act on the Statute Book. A Londoner by birth, his description of the Thames as "liquid history" is easily understandable, and though he disappeared from public life in 1918, after resigning from the Government in 1914, he did not pass from remembrance, and was a well-known and well-loved figure in Clapham where he lived. He was the first artisan to rise to the rank of a Cabinet Minister.

W. H. Knowles, F.S.A., F.R.I.B.A.

We regret to record the death of Mr. William Henry Knowles, F.S.A., F.R.I.B.A., of Chesfield, Malvern, and late of Cheltenham and Newcastle-on-Tyne, aged 85. A well-known archæologist, Mr. Knowles was a member of the Architectural Committee of the Victoria Histories for the Counties of England; a past-president of the Bristol and Gloucestershire and of the Worcestershire Archæological Societies; chairman of the Gloucester Roman Research Committee; and a member of the Central Council for the Care of Churches and of the Worcestershire branch of the C.P.R.E. With Mr. R. H. Forster, he directed and reported on the excavations of the Romano-British site of Corstopitum, 1907-14. His publications included "Vestiges of Old Newcastle and Gateshead," and "Tynemouth Priory." He was F.S.A. (Scotland), F.S.A., and F.R.I.B.A. (retired).

Lord Hirst.

Lord Hirst of Witton, whose death in his 80th year we regret to record, was one of the founders in 1889 of the General Electric Co., Ltd., which now has over 50,000 employees. A well-known industrialist whose services had been frequently utilised in the affairs of State, he had served on the League of Nations Sub-Committee of "Experts for Scientific Property," and as economic adviser to the Cabinet Research Committee. He was a member of the Committee of Industrial Research. Lord Hirst was President of the Federation of British Industries from 1936-38. He had been President of the Radio Manufacturers' Association since 1938. He was a keen sportsman who always took the utmost interest in educational problems and the welfare and recreation of his employees. He himself was one of the very earliest motorists in this country. He was Master of the Glaziers Company, 1928-30, and during his tenure of office inaugurated a building fund to rebuild a hall which was destroyed during the Great Fire of 1666. Lord Hirst was always interested in charity, and very shortly before his death became Chairman of an Appeals Committee representing all branches of electrical activities to raise funds for the Red Cross.

Whitney Warren.

The death is reported from New York of Mr. Whitney Warren, architect (with his partner, Mr. Wetmore) of the Grand Central Terminal, New York, and Louvain Library rebuilding. A pupil of Daumet and Girault at l'Ecole des Beaux Arts, Paris, in 1913 he became M.A. at Harvard. For many years he had practised in New York as an architect. As long ago as 1900 he was awarded a silver medal at the Paris Exposition. Among his other works was a group of buildings in the Pershing-square district, New York.

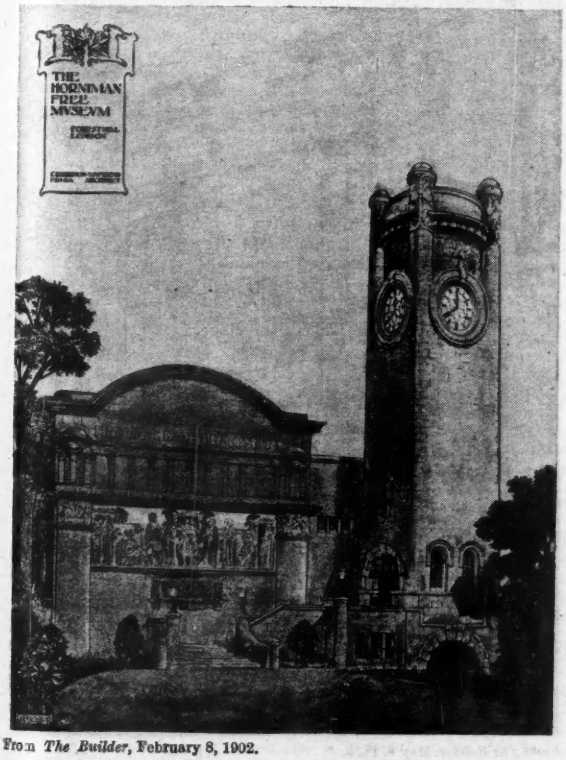
SOME EARLY MODERNISTS, 1890-1920

By H. V. MOLESWORTH ROBERTS.

FOLLOWING the admirable illustrated surveys of nineteenth- and twentieth-century architecture in the Centenary issue of *The Builder* (January 1), a review of the transition work between the two centuries, or what may be called the "early modern or non-imitative" phase, illustrated figuratively by some references to former issues, may be of interest.

Numerous as have been the theoretical studies of recent art, and exhaustive though the propaganda and illustration of the immediately contemporary phases have been, there appears to be still much to be done in purely historical as distinguished from æsthetic research as to the origins and early phases of the "modern" movement. These phases may be defined as the discarding of historical external forms and rediscovery of the values of simple surfaces and newly conceived detail and ornament, yet without conscious innovation or defiance of underlying and traditional principles. Pioneer work has at last been done (for art as a whole, including *l'art nouveau*) by Dr. Nikolaus Pevsner in his "Pioneers of the Modern Movement" (1936). A short outline of some of the distinctively architectural achievements of the period *c.* 1890-1920 and later, with references to some individual buildings not already well known in this connection, is here attempted in the hope that other meritorious though inconspicuous buildings, especially where their architects are still living and practising, may be brought to public notice.

It has been said that the work of the last decade of a century belongs rather in style to the century following; and this is noteworthy also in the case of the overlap of the nineteenth and twentieth centuries. What obscure psychological cause there may be for this is not for present debate. Certain it is that much work of the 1890's is of astonishing freshness and vision. Although the ultimate origins of modernism are now admittedly found in work carried out even quite early in the century (such as King's Cross Station and Clifton Bridge), and the phase now under discussion has, of course, its immediate prelude in the original late-nineteenth-century work of men like R. Norman Shaw and T. E. Collcutt, yet at the terminating decade there was a strange concurrence of inventive genius. The "arts and crafts" movement, initiated largely by the Arts and Crafts Exhibition Society in 1888 (catalogues in R.I.B.A. Library), contributed largely to it, and may be regarded as its immediate prototype. The *art nouveau* phase of France and the Continent generally, though less obviously in evidence in this country, had its effect.



From *The Builder*, February 8, 1902.

THE HORNIMAN FREE MUSEUM, FOREST HILL, LONDON.
THE LATE C. HARRISON TOWNSEND, F.R.I.B.A., ARCHITECT.

The work of at least one firm of architects who were among these pioneers has already received well-merited prominence—A. Dunbar Smith and Cecil C. Brewer (see Mr. H. M. Fletcher in *R.I.B.A. Journal*, 3 S., xlii, 1935, p. 629); the Mary Ward Settlement in Tavistock-place (1897) and Heal's building in Tottenham Court-road (1916), both astonishingly new and yet entirely unforced, need only be recalled here. Another, C. Harrison Townsend, has also received recognition (see Pevsner, *op. cit.*), but the Bishopsgate Institute and sometimes Whitechapel Art Gallery have been singled out for illustration rather than the (as the present writer thinks) more dignified and independently-conceived Horniman Museum, Forest Hill (see illustrations in *The Builder*, February 8, 1902). The quarter-round angles of the tower, merged into three-quarter circles at its upper stage to form turrets to the middle clock projections, form a masterly design; the adjoining broadly treated front of the main building is equally reposeful and inspiring, while the naturalistic foliage of the capitals, both outside and inside the hall, occurring also on his other buildings, forms a feature distinctively his own. Panshanger village hall (*The Builder*, 1910[1]) is another specimen. Philip Robson did somewhat similar work of broad surfaces and refined detail in the School of Art, Eastbourne, and elsewhere.

Of a somewhat similar type in its repudiation of merely historical motifs, though necessarily different in application, is the work of H. Huntly-Gordon, which in some respects is a simplification of Collcutt's, including a building in Parliament-street (east side, No. 53), another in Knightrider-street (near Queen Victoria-street), and another in Cannon-street (north side—Abchurch House) (*Acad. Arch.*, 1899[1], p. 34). A restrained type of surface-foliaged ornament coupled with a balance of vertical and horizontal demarcation produce a general effect which, though unburdened, is rich. No. 3, Berkeley-square, a narrow house frontage in a Pite manner, was also his (*Acad. Arch.*, 1896, p. 41). A less-known architect, Bedingfield, produced some small compositions of great simplicity and grace (such as that illustrated in H. H. Statham, *Modern Architecture*, p. 251). The work of the better-known originators, Beresford Pite and Halsey Ricardo, has had adequate treatment (H. S. Goodhart-Rendel in *R.I.B.A. Journal*, xliii, 1936, p. 117). A type of design somewhat on Pite's lines, but with less emphasis, produced Nos. 16-17, Princes-street, Cavendish-square, with delicately moulded strings and hanging bays brought down on to arches and charming figures; this is by W. A. Pite and Fairweather (*Br.*, 1912[2]). Analogous to this work are certain works (including a street front in Oxford-street, 1911) by Messrs. Metcalf and Grieg, which have not received the attention they deserve; delicately treated casement hollows with tablet flowers and prominent verticals adorn this example.

Undoubtedly one of the great geniuses of the end of the last century was Leonard Stokes, whose All Saints' (Catholic) Convent, London Colney, could hardly be called stylistic, and yet is rich, balanced and sensitive (*Acad. Arch.*, 1899[2], p. 11); an earlier work, the house in Palace-court, was already full of promise (*Acad. Arch.*, 1889, p. 14). Gerald Horsley was a less-known but equally creative artist—see his county museum design (*Acad. Arch.*, 1890, p. 12) and other works. A worker in a slightly more traditional manner was S. K. Greenslade (see his "street front" in *Acad. Arch.*, 1899[1], p. 35), though some of his later work was less original. Messrs. Herbert Read and Macdonald achieved an entirely restful and unconscious effect of simple

beauty by good proportions, flattened canted bays and refined mouldings, as in the building in Oxford-street at the west corner of North Audley-street, and other London blocks (see Street Buildings, *The Builder*, 1904[2]). Stewart's building at the corner of Piccadilly and Bond-street is in a rather different but charming idiom by the same architects. Mr. Sydney Perks was responsible for a little-known gem of street-front design, showing great use of lead panels—the Police Station, Snow Hill, City of London.

Ecclesiastical architecture is somewhat outside the present survey, but it is equally true here that a clean departure was made, by no means sacrificing devotional expression, but rather with gain. Even where the Gothic precedent was more or less followed, a new vision of its possibilities seems to have been caught—see J. D. Sedding's St. Peter's, Ealing, and his partner H. Wilson's Boscombe and Highgate projects (*Acad. Arch.*, 1895, p. 24; 1896, p. 3).

Domestic architecture has already been studied elsewhere, and the names of C. F. A. Voysey, Ernest Newton, Sir E. L. Lutyens, and M. H. Baillie-Scott require no reiteration.

The great question of the influence of design by material, including the urge to integrate the finishing of a building with its backing instead of masking the latter, arose about the same time, although it did not apply with equal force, or with an equal degree of influence, to all types of design. The desire to leave concrete with nothing but an appropriate surface finish meant large bare surfaces, even it produced nothing beyond an imitation of them in stone (*vide* buildings in lower King William-street); on the other hand, the growing importance of steel framing seemed to demand a rectangular panelled treatment, or better, a predominance of vertical external members, though these again were often merely expressed in the stonework. The Kodak Building, Kingsway, by J. J. (afterwards Sir John) Burnet, has been illustrated as having initiated this latter treatment, and though it has since become general, it is important to observe the early attempts at a logical treatment. An original designer in the vertically ascendant school was Leonard Martin (originally of Treadwell and Martin). His earlier work was somewhat fanciful, and influenced by the early renaissance of the Loire châteaux (as in the "Rising Sun" public-house, on the west side of Tottenham Court-road), and even his purer, more developed work produced a complex effect (which has been compared to joinery) of intersection of mouldings in the gable; his best work, however, such as Whitehall House, in Whitehall (east side, near Charing Cross), was dignified and elevating to the beholder. Sir Aston Webb is said to have greatly admired this. The open lantern-tower, in particular, of John Buchanan's building in Holborn, with its suggestive lacework tracery, reminiscent of the Spanish renaissance, is lofty and poetic, and that of the Imperial Hotel, Russell-square, is strangely stirring. There are smaller examples of his achievement in Conduit- and Hanover-streets.

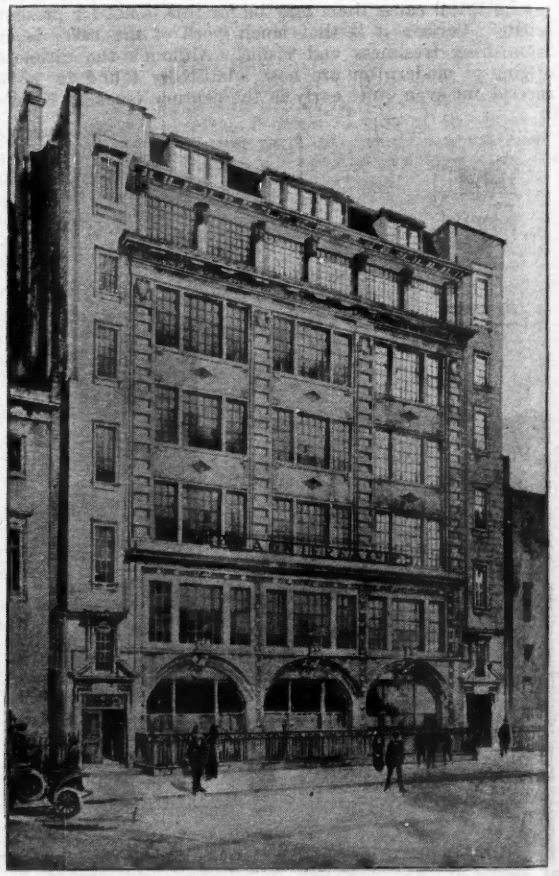
Another influence on the development of external design was the introduction or revival of broad surface decoration such as mosaic and fresco; an instance of the former, by Prof. Beresford Pite, in Pagani's Restaurant, Great Portland-street, has already received publicity (Prof. Goodhart-Rendel, The work of Beresford Pite, etc., in R.I.B.A. Journal, xliii, 1936, p. 117). An earlier example was on Regent House, on the west side of Regent-street, with the Victorian dome. Perhaps the most successful was at Horniman Museum, already described.

These were symptoms of a general desire for colour which was meanwhile bursting out in several directions. Mr. H. C. Corlette helped to initiate the movement in his thesis, published in R.I.B.A. Journal (vi, 1899, p. 461, etc.); in later years the theme was developed (same Journal, xix, 1912, p. 193; xxix, 1922, p. 488; and xxxii, 1925, p. 281). The colour façade competition organised in this later period by the R.I.B.A. (see designs in *The Builder*, May 19, 1922, pp. 750, 763 and 757) had little immediate effect, and the possibilities of the designs then produced perhaps still await exploitation. The demand for coloured wall tiles and faience (echoing the brick polychromy "crazes" of Butterfield, *c.* 1850, and G. E. Street, *c.* 1880) had been one symptom. The Temperance Halls erected in South London early in our century were one group of fresh and pleasant applications. Messrs. Parsons', the colour merchants', competition about 1920 for a coloured façade to their Oxford-street building produced some interesting designs (see their leaflet, [1920]) which will bear study; the very moderate-looking winning and executed scheme has now been effaced.

The smaller decorative details of buildings naturally reflected sooner and more obviously the *art nouveau* tendency, and sculpture in particular showed marked poetry and grace. Many of the war memorials twenty years later reflected the influence of that time (see, *e.g.*, *The Builder*, July 26, 1918).

A catalogue of outstanding buildings in London, evidencing this fascinating and unfolding search for honesty and freshness, even if it could be compiled, would inevitably omit innumerable smaller buildings, mostly by little-known architects, which nevertheless throw light upon the struggle. Moreover, it would be impossible to fix stylistic limits, for many buildings having a recognisable ancestry in historic styles in a broad sense show a simplicity and freedom from stereotyped detail which makes them worthy of inclusion—indeed, places them artistically high above many subsequent works consciously non-stylistic and less able in individual conception. As an instance, the simplified unmoulded-mullion-and-transom work abounding about London (such as some doctors' houses in the Weymouth-street, W.1, area, and No. 34, North-row (south side), Oxford-street—1891) may be referred to the mid-seventeenth-century, but are, in fact, for many purposes as suitable and beautiful a treatment as could be adopted. Oakley House, Bloomsbury-street (east side), now unhappily almost demolished, and a block in Margaret-street (north side, near All Saints), are veritable gems.

The difficulty of chronicling many observed buildings of obvious merit is due to the regrettable modesty of their authors and consequent entire absence of illustration from the professional Press. Nevertheless, where they survive



From *The Builder*, May 6, 1914.

PREMISES, 34-35, GOLDEN SQUARE, W.
THE LATE LEONARD STOKES, P-P.R.I.B.A., ARCHITECT.

they are a constant joy to the observant eye, lighting up the spirit in the midst of prevailing drabness. Random instances, therefore, can be given only in inevitably unchronological order. The fire station in Euston-road, for instance, and an office block in Holborn adjoining Featherstone-buildings, are evidently the work of the same anonymous hand, with their overhanging, multi-storey bay windows and virtual absence of mouldings. A very narrow shop-front (now a tobacconist's) in Victoria-street (south side), sandwiched between two main fronts (121 and 121a), with its delicate leaded upper part of curved plan, shows the deft touch of an unknown genius who has probably produced many such works elsewhere. The original fronts, and interiors of the Kardomah Cafés, of Cheapside, Piccadilly, and elsewhere (unhappily superseded), said to be the work of one Ashworth, showed a breadth and beauty unusual in either contemporary or subsequent examples, and the memory of them is still fresh; the superseded interiors of the Piccadilly branch, by a contemporary, are noteworthy. Messrs. Hill's restaurant in Victoria-street (near the Victoria Palace Theatre) has interesting chimney-pieces, one of repoussé copper and mahogany.

The obscurity of these lesser-known examples is increased by the fact that many of them are in the suburbs and provinces, and less likely to be chronicled in easily accessible journals. Every district should be studied by its local professional citizens. To take as an example one of the largest county boroughs adjoining the County of London: Croydon, with its smaller satellites, shows astonishing advance. Charles Baker and Sons' building in North End, the police station at Norbury, the Nurses' Home and a doctor's house in Maldon-road, Wallington, and other examples, all by Mr. Hugh Macintosh, represent a clear-cut, almost undecorated and yet gracious and balanced style, of which one would like to see more in the capital; shop-fronts (again) of branches of a confectionery firm (Riddington's) in Wallington and Sutton (of which the architect is as yet undiscovered by the writer) show the rich leaded-light design already noticed in London which, though of sixteenth-century inspiration, is simple and original.

So with other provincial centres one could write—at Bristol, for instance, the Royal Infirmary, south front, and the Central Library (H. P. Adams with C. F. W. Dening), both fortunately well known now, could be paralleled elsewhere, and it is hoped that a wider survey may soon be made. An early departure by a little-known practitioner (G. H. Grocock) was the Science and Art School at Newark-on-Trent (Acad. Arch., 1898, II, p. 19).

To continue the story systematically into the later decades of the twentieth century would be beyond the scope of this study, but it would probably be found that original and imaginative work continued to be markedly in the minority, and that little real advance on the early phase was made. Individual resource produced exceptional works, such as the rather harshly severe Central School of Arts and Crafts, Southampton-row (W. E. Riley and others, *c.* 1910), but these had little following. That the non-imitative attempts were not received kindly in all quarters is shown by the somewhat reactionary correspondence which greeted Mr. G. H. Widdows's remarkable Ilkeston Secondary School design (*The Builder*, November 3, 1911), one critic going so far as to prepare and publish a rival elevation in the familiar Georgian manner. The present-day so-called "international style" perhaps was superimposed upon, rather than grew out of, the purer and more poetic and imaginative school.

Although this brief survey of a small area of the available material has been professedly historical, it is hoped that it and the researches preceding and following it will be of both philosophical and practical value in bringing out aspects of the "modern" idea which have probably been overlooked in the superimposed enthusiasms of more recent phases. It is difficult to believe that anyone with balanced judgment, insight and freedom from arbitrary preconceptions can withhold the due share of recognition for these earlier but not necessarily superseded or negligible accomplishments.

CHARLES HARROLD NORTON, 1868—1942

To write appreciatively about a friend calls for intimate and sympathetic knowledge of his life. When a man has passed we recall the many characteristics which endeared him to us; in almost every case we wish to pay tribute to his memory. There may be regrets for past neglect, for inconsistencies and lost opportunities, but the least one can do is to honour a useful career. In the struggles of others we see a reflection of our own trials; we realise that selflessness is of greater moment than success, and wonder that talents are so diversified.

Any account of Norton's work would be devoid of intrinsic interest which ignored the influence of his father, John Norton. When the son was born in 1868, the father ranked among the leaders of the Gothic Revival; he was famous for his skill in designing churches, mansions and schools. Later on John Norton served as president of the Architectural Association, at a time when that body was entering on a new phase of activity. It became my privilege to meet John Norton at 14, Bedford-row, when he was old and revered, and through this meeting I understood the devotion of father and son. John Norton was an artist to his finger-tips. Grave and austere, he was yet gracious to strangers, and he delighted to discuss the problems which beset novices. His own life had given him an impartial viewpoint, and this he bequeathed to his son Charles. Nothing could be more affecting than the infinite pains he took to ensure the equipment of his son for the career of an architect. For Charles Harrold Norton, born deficient of speech and hearing, became the most cultured of men, and owed both tenacity and resolution to his father's training.

As a young man Charles is remembered as a stalwart, handsome youth gaining experience in various offices, particularly that of Thomas Collcutt. The time came when he was left to make his own way as a practising architect. His father's practice had vanished; times had changed, the Gothic Revival had given place to a rendering of free renaissance. Young Norton, nothing daunted, determined to make good by working literally night and day. Already he was a conspicuous figure in architectural circles, regarded on all sides as a man who could be relied upon to work out designs. Consistently of an artistic nature, he was ever willing to enter into the spirit of the work of those architects whom he assisted. He neither cherished resentment of the worldly success of others nor deprecated the physical handicap which had been his from birth. I recall with admiration his facility for producing eighth-scale working drawings, as well as his remarkable grasp of perspective. It would be unfair to relate all the facts of this period of abnegation, or to enumerate the many fine buildings upon which he worked. This is the spirit which animates the vast body of architects and assistants and has led to the extraordinary achievements of famous offices. And this again shows the man and the artist preoccupied with the joy of designing and of overcoming obstacles. There may be others willing to pay equal tribute to his memory, but I take it upon myself as a personal duty to be foremost.

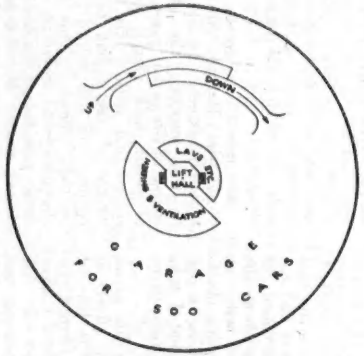
The next phase of Norton's life as an architect concerns his herculean efforts to achieve success by entering the lists of competitive uncertainty. He formed one of a group, including Sir Edwin Cooper and Professor Dickie, who in the late 'nineties specialised as competition entrants. Rarely was Norton successful, and only on one occasion was he given a building to erect. The leading trait throughout his whole career was his desire to build. His frustrations were many, but his purpose never flagged. During the day he kept his engagements with other architects, ever throwing himself anew into strange requirements. At night he would return to his own office and outline the ramifications of a plan for a group of municipal buildings. He had no assistance save the help of friends ever willing to lend a hand. Thus all the latter part of his life he became a slave to the competitive system, with the inevitable result that he broke down in health. The difficulties of his youth undoubtedly contributed to this result. For no man, however gifted, can maintain double pressure.

Yet Norton found time for pleasurable recreation. He had the innate power of the born philosopher, and found refuge in Nature. He literally took the road in all weathers. He knew the lanes and tracks of the Home Counties as no other man. He became familiar with the simple architecture of villages and hamlets, and he rejoiced when he discovered a new type of barn. He was a prolific sketcher, and when debarred from the country by stress of work he yet found time to sketch Wren's churches and steeples.

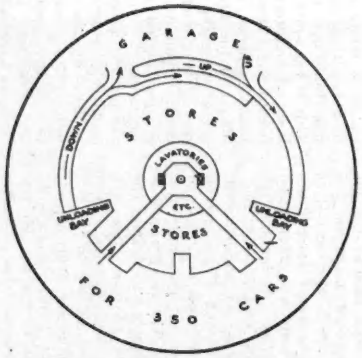
And now I come to the concluding part of Charles Harrold Norton's long and tenacious career. At the age of seventy he was pursuing the same progressive course of his earlier years. His command of detail, both Gothic and classic, still served him well. His looks belied his weight of years, but he kept his own counsel and still helped his older friends in their offices. This fine upstanding character, who knew his own power and never complained, suffered from the continued strain. He still believed in himself and in architecture; he still possessed the taste and the knowledge of a scholar and a gentleman. He had none of that arrogance which is so common, neither did he realise how successful he had been in inspiring others.

A. E. R.

BUILDING ON ROUNDABOUTS

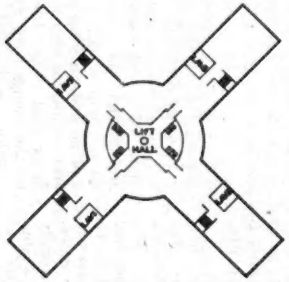


SUB-BASEMENT PLAN

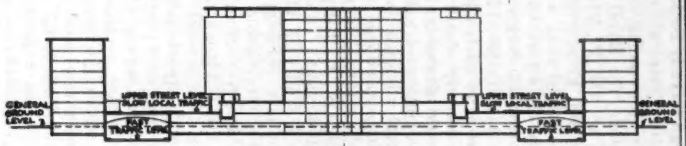


BASEMENT PLAN

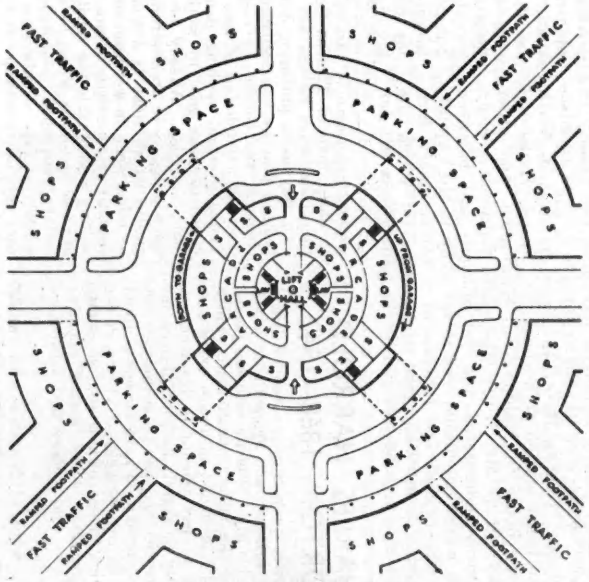
SCALE FOR FLOOR PLANS



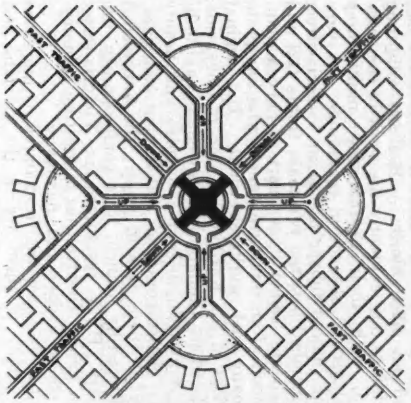
TYPICAL UPPER FLOOR PLAN


GENERAL GROUND LEVEL
SLOW STREET LEVEL SLOW LOCAL TRAFFIC
UPPER STREET LEVEL SLOW LOCAL TRAFFIC
GENERAL GROUND LEVEL
FAST TRAFFIC LEVEL
FAST TRAFFIC LEVEL

SECTION



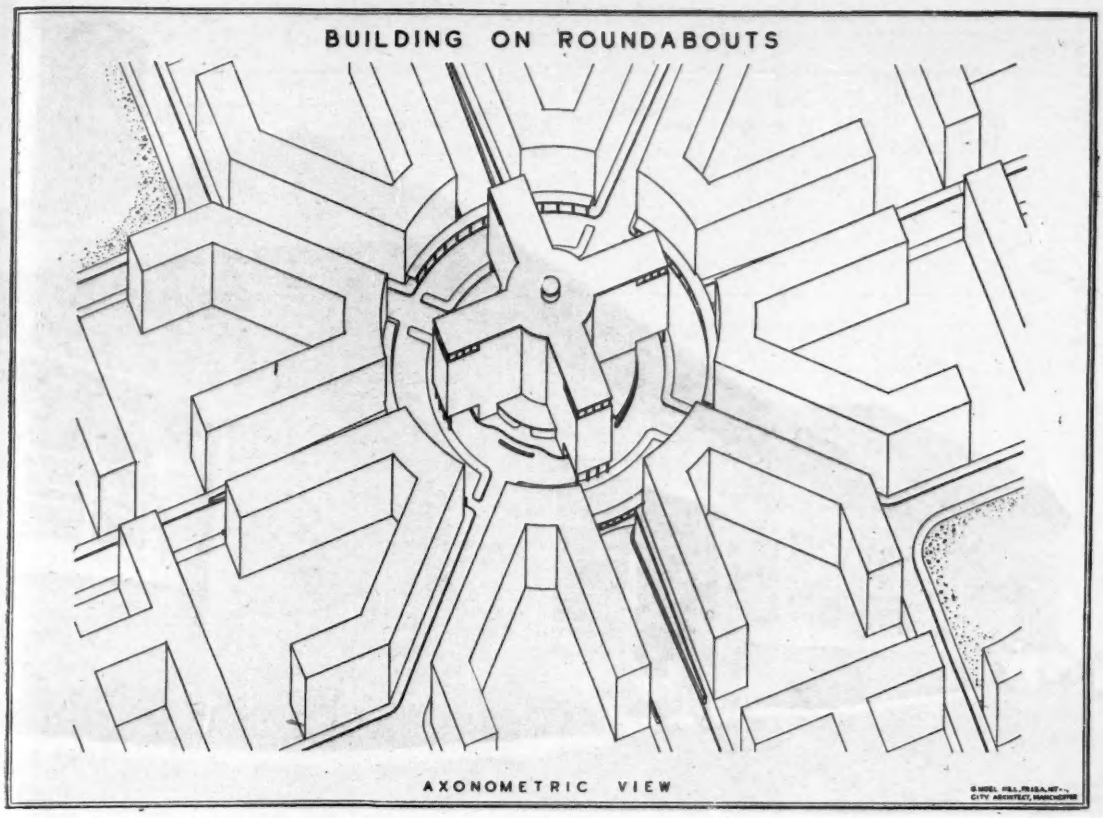
GROUND FLOOR PLAN
SLOW LOCAL TRAFFIC LEVEL



BLOCK PLAN
DIAGRAMATIC ONLY

SCALE OF FEET

G NOEL HILL FRIBA MTPI
CITY ARCHITECT MANCHESTER



BUILDING ON ROUNDABOUTS

SCHEME BY MR. G. NOEL HILL, F.R.I.B.A., M.T.P.I.

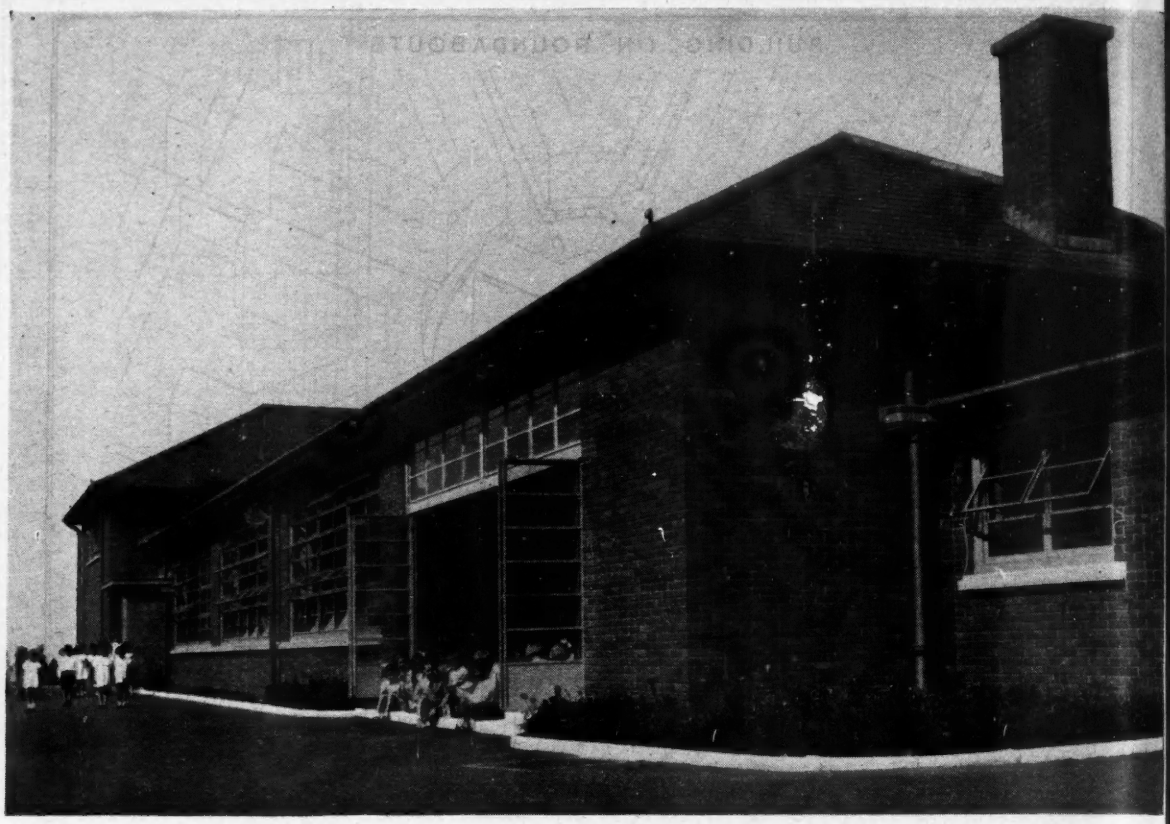
IN SENDING THE DRAWINGS REPRODUCED ON THIS and facing pages, Mr. G. Noel Hill, F.R.I.B.A., M.T.P.I., Manchester City Architect, writes: It is generally agreed that public garden spaces in towns should be oases where quietude can be obtained and that they should be safely accessible. If this is correct, then the central island of a large roundabout carrying fast traffic at the intersection of sub-arterial roads in a town centre is not a suitable site for a garden if this is to fulfil all requirements. If pedestrians are permitted to cross at road level, they may do so at any point unless the garden is fenced; one hopes, however, that fenced gardens are a thing of the past.

These islands, which may have an area of anything from one to two acres or more, are incidental so far as this space is concerned. The area within the circumference of the island is not part of the traffic scheme, but the traffic for which the roundabout is designed must, on the other hand, influence the use to which the island is put. Gardens in these situations can be provided with safe access by tunnelling, but this is not a pleasant or desirable means of access—quietude there certainly cannot be. To design these islands as gardens and designate them as public open spaces is not planning; far better then to build on them and provide the garden space elsewhere in more suitable situations.

The accompanying plans are intended to show, by diagram, how roundabouts in town centres might be built upon and garden space provided elsewhere. The diagrams are not suggestive as regards road widths and layout. Access to the building on the roundabout island is provided by fly-overs leading from the local roads in the precincts of the main traffic roads. Incidentally, this also provides safe crossing of the main traffic roads for the local traffic between the precincts. The fly-over is obtained by declines on the main roads and ramps on the local roads as they approach the roundabout; the height between the two levels is, therefore, provided half by the declines and half by the ramps. The footpaths on the main roads are ramped up to the high level roundabout; no pedestrians would be permitted to use the low level fast-traffic roundabout.

Two roundabout roadways are provided, one at low level for fast through traffic, and another at high level for slow local traffic. The roadway of the lower fast traffic roundabout is covered over to provide parking space at the upper level. The island space below the higher roadway level is almost entirely devoted to garage accommodation for approximately 850 cars on two basement floors; access to these is provided by ramps from the high level roadway. The ground floor of the central building is occupied by arcaded shops and entrances to the upper floors; the diagram of the upper floors shows these planned as offices, but the building could also be planned as a retail store.

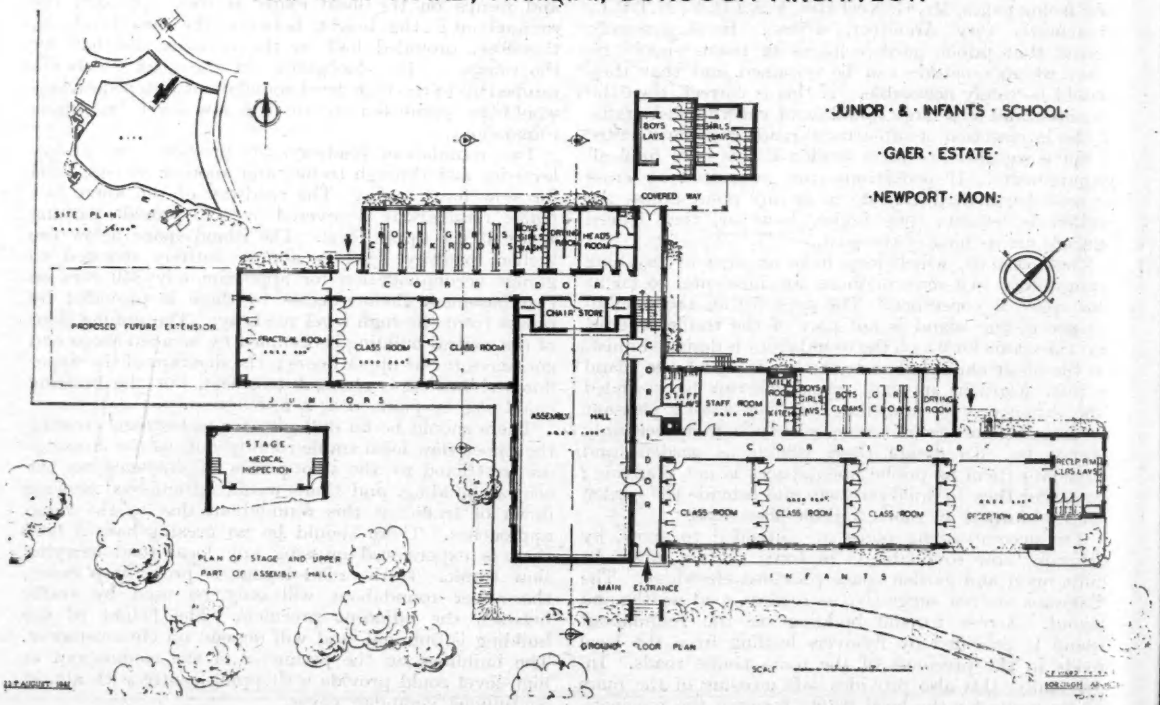
There should be no difficulty for pedestrians crossing the upper slow local traffic roundabout, as the crossings are restricted to the two points of entrance to the central building, and there would be enforced slowing down of traffic at this roundabout due to the ramp approaches. There should be no greater hazard here than is experienced crossing any local road carrying slow traffic. If the road layout is properly planned, the upper roundabout will only be used by traffic between the adjacent precincts. The height of the building is optional, and will depend on circumstances. The buildings on the perimeter of the roundabout at high level could provide a shopping centre with almost continuous verandah cover.

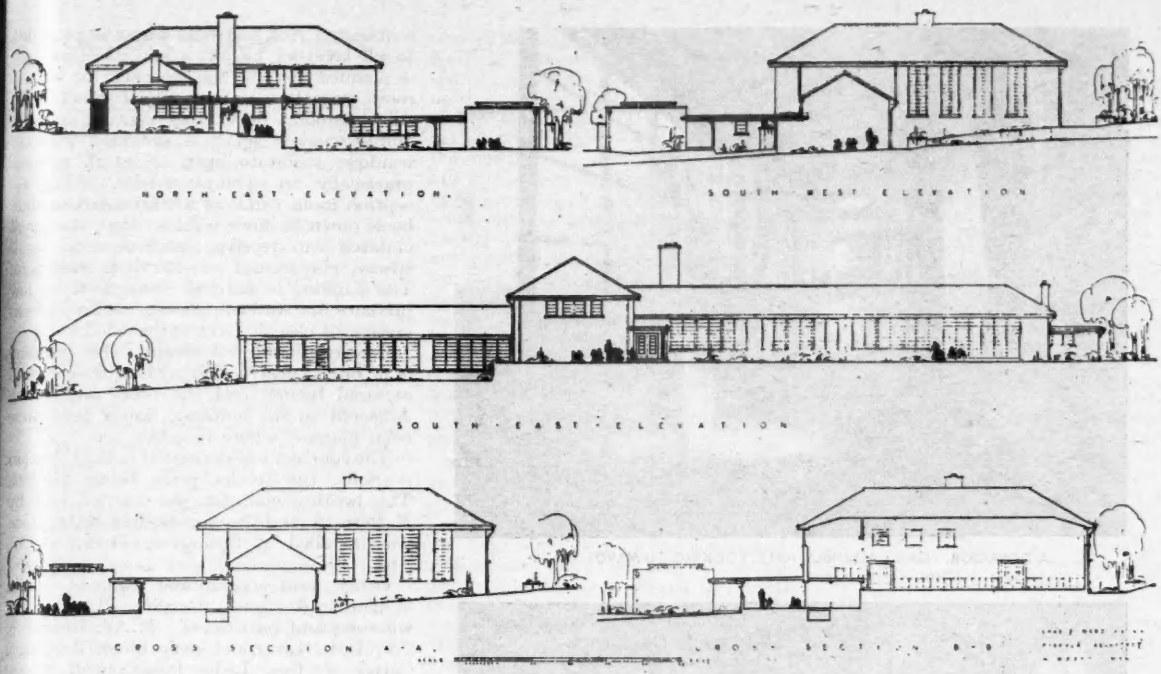


VIEW FROM EAST.

GAER JUNIOR AND INFANT SCHOOL, NEWPORT, MON.

MR. C. F. WARD, F.R.I.B.A., BOROUGH ARCHITECT.



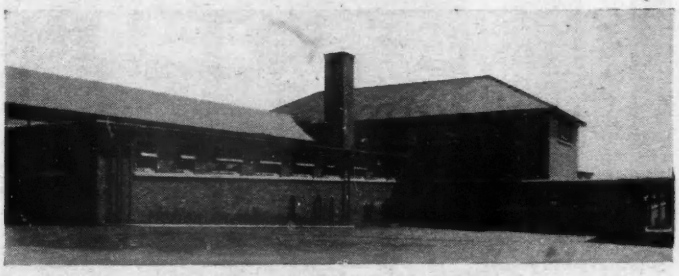


ELEVATIONS AND SECTIONS.

THE BUILDING, WHICH ACCOMMODATES 340 infant and junior scholars, has been carried out in accordance with the design and specification of the Borough Architect, Mr. C. F. Ward, F.R.I.B.A., and is planned so that at a future date additional classrooms can be added so as to form separate infants' and junior departments.

SITE.—The total area of the site is 15 acres, and in accordance with the scheme for the reorganisation of education in the Borough prepared by the Director of Education, Dr. D. W. Oates, it is intended at a future date to erect a separate senior department on the same site. Erection of the building commenced in February, 1939, but the outbreak of war delayed its completion, and it was officially opened in June, 1941, by Councillor Major J. Parry Brown, O.B.E., J.P. (Chairman of the Elementary Education Committee).

PLAN.—There are five classrooms having an area of 520 sq. ft. each, a practical room—area 630 sq. ft., a reception or babies' room and a large assembly hall with stage, which is arranged so as to be usable for a medical inspection room. The usual staff rooms are provided, and a milk room fitted up so as to provide warmed milk for the children if



VIEW FROM PLAYGROUND.

EXTERNAL VIEW OF RECEPTION ROOM.

GAER JUNIOR AND INFANT SCHOOL, NEWPORT, MON.

MR. C. F. WARD, F.R.I.B.A.,
BOROUGH ARCHITECT.

A CORRIDOR. *Below*: ASSEMBLY HALL, LOOKING TOWARDS STAGE.

required. Hot and cold water is provided to all lavatory basins, a special cloakroom is planned next to the reception or babies' room, together with a special small bath. All classrooms have cross ventilation, and ample window space is provided with all windows made to open so as to provide practically an open-air school. The reception room windows are arranged to slide back down to floor level so that the small children can receive instruction on small special playground outside their classroom. The building is warmed throughout by low pressure hot water apparatus and a modern system of electric light is provided.

CONSTRUCTION.—Generally, the building is of brick construction with multi-coloured external facing, and the roofs are slated. Adjacent to the building, flower beds have been planned where possible.

The contract was entrusted to E. C. Jordan & Sons, the tender price being £18,999. The heating contract was carried out by E. Perman, and the electric light installation was installed by Springvale Electrical Co., Ltd.

Other sub-contractors were: John Williams & Sons (Cardiff), Ltd. (steel windows and partitions); R. W. Brooke & Co., Ltd., Liverpool (oak block flooring); Carter & Co., Ltd., Poole (wall tiles); Modern Surfaces, Ltd., London ("Muroglaze" wall finishes); British Sanitary Fireclay Co., Ltd., Leeds (sanitary equipment); Veneercraft, Ltd., London (flush doors); and Kingfisher, Ltd., West Bromwich (furniture).

GAER JUNIOR AND INFANT SCHOOL, NEWPORT, MON.

MR. C. F. WARD, F.R.I.B.A., BOROUGH ARCHITECT.

TRAFFIC AND TRANSPORT

APPROACH TO TRAFFIC AND TRANSPORT PLANNING.

FOLLOWING is a summary (not intended to convey the considered views of the Association) of a paper read by MR. F. J. SAMUELY to the Association for Planning and Regional Reconstruction:—

Transport is the greatest national industry, embracing actual transport, the production of transport accessories, and services, as well as the time spent by the individual. It represents a loss of at least 40 per cent. of national production, and the reduction of this loss is the main source from which to provide additional amenities for the public.

Transport must be considered as a whole—road, rail, water and air transport, as well as special installations like conveyors, pipe systems, power grid. The maximum efficiency can be reached only when every commodity or person is transported by the most suitable means. Necessary alterations to existing transport system should not be feared, as the interest on the total capital sunk into the building of railway and road installations is less than 4 per cent. of the value spent annually on transport by the community.

An exhaustive research is required to establish the best means of transport for every commodity or person. For example: An important item that will probably have to be radically changed is the coal transport. The provision of special rates gives an entirely wrong impression as to the cost. Transport by water, on sea and canals and by conveyor from the pit to the ship and from the ship to the large consumer, as well as power grid and mechanical means will probably prove to be much more economical than the present rail transport. Canals are apparently uneconomical, but only because they are inadequate, and are the same now as they were in 1830.

A second example is passenger traffic. Efficiency curves can be constructed for every particular case, and examples show that roads are superior to rail only where density of traffic is low; with high density of traffic, roads can only compete if they are completely organised and obstacles like crossings are avoided.

London was given as an example where most of the main roads work to a low efficiency because traffic is too great, and most railways (even the tubes, except at rush hours) work to low efficiency because traffic is too small. By transferring traffic from road to railway, congestion and cost can be reduced. Very few additional junctions and only one new line (overground), from Elephant and Castle to Bricklayers Arms, are required to allow anybody from the suburbs to arrive at the inner circle, between King's Cross and Baker-street and between Victoria and Mansion House, or at a tube station. Additional 'bus services, travelling in non-intersecting ovals in the city and in short lines converging at the suburban stations, would complete the traffic layout. Coaches and long 'bus journeys should be cancelled altogether. Such a plan could be carried out if the railways were all amalgamated, and the cost of reconstruction would be a fraction of the ultimate saving.

DESIGN FOR A NEW TOWN

An attractive large-scale model (11 ft. by 9 ft.) of a new town was on view under the auspices of the Town and Country Planning Association, at the Building Centre, 23, Maddox-street, W.1, last week. The model has been designed by Mr. Thomas Sharp, M.A., M.T.P.I., former lecturer in Architecture and Town Planning at King's College, Durham, and is being shown by kind permission of Messrs. Cadbury Brothers. The model shows good homes attractively grouped near shops and work places, an excellently planned industrial area, with adequate room for future industrial expansion, along with churches, schools, nursery schools, cinemas, pubs, and other essential "community furniture." A country belt reserved exclusively for recreation and agriculture encircles the town.

New towns may be built as part of the National Plan after the war. They should be planned for spacious living conditions, for industry and a good social life. They must be built if we are not to make the mistake we made after the last war by embarking on a further huge programme of suburban housebuilding. The Town and Country Planning Association in its National Planning Basis, emphasises the necessity of planning for human needs and providing reasonable family living space when our present congested urban centres are rebuilt. At the moment, the overall density in our big towns is much too high. It should be reduced in order to give people the house and garden space necessary for health and happiness. But we shall not provide good social conditions if we merely take the people displaced by replanning out to suburban estates. Suburban expansion makes towns grow bigger, puts the countryside further away from the town centre, involves tiresome journeys between home and work, and has in the past destroyed thousands of acres of valuable farm and market gardening land.

The Association believes that if we are to make room in our replanned centres for good living conditions, the surplus population should be housed not in suburbs, but in complete units well outside the green belt of the old town. Whether new towns are built as satellites or as completely independent units, skilful siting will be necessary to avoid encroaching on first quality agricultural land. There should be many opportunities after the war for creating small towns of the kind shown in the model.

BOOK REVIEW

Rating and Taxation in the Housing Scheme. By F. C. R. Douglas, M.P. ("Design for Britain" Series. J. M. Dent & Sons. 6d. net.)

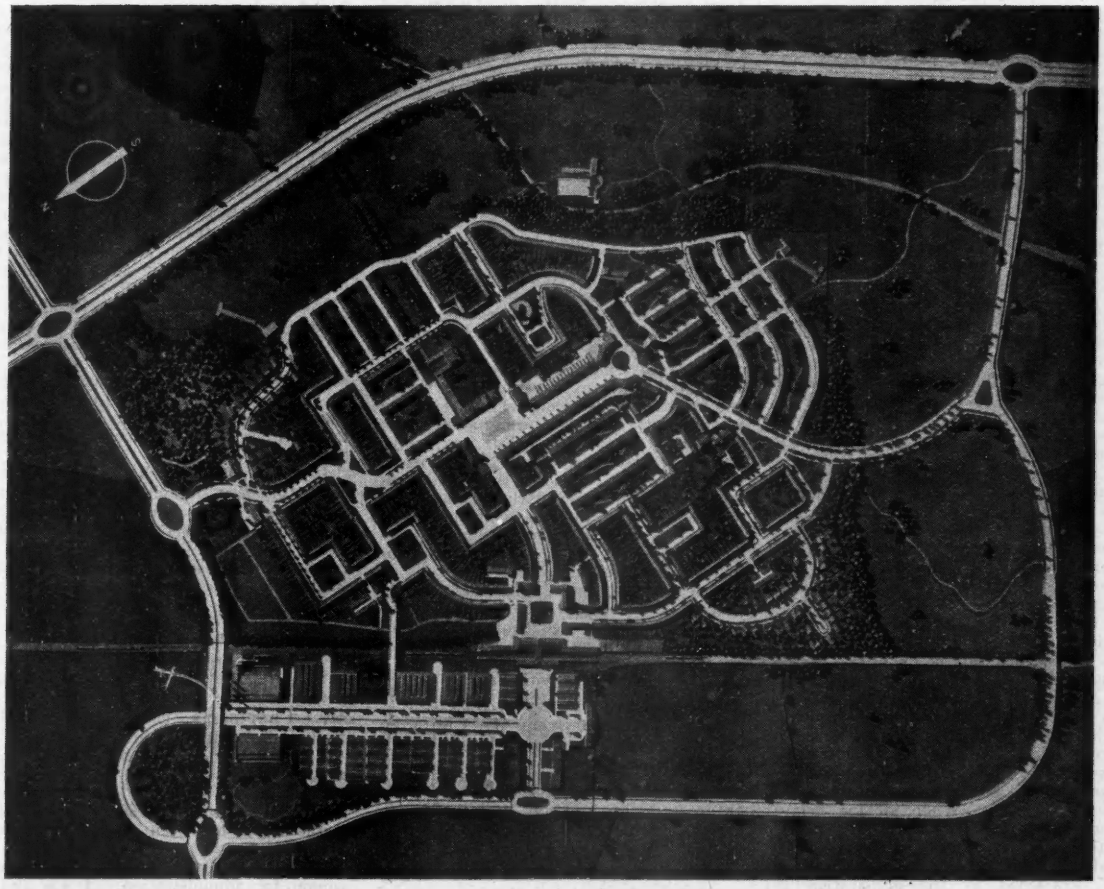
As Chairman of the L.C.C. Finance Committee, Mr. Douglas has a claim to speak with some authority on the Rating question. He is definitely in favour of rating on site values as fairer than the present system; all buildings and improvements to be relieved of local taxation. He points out that the system is already in operation in large parts of Australia, New Zealand, and South Africa. He does not ignore the difficulties, but devotes a great deal of attention to the ways in which they should be met. Mr. Lloyd George's scheme of 1909-10 was, in his opinion, faulty in introducing four different taxes which fell in an uneven and partial fashion, instead of a simple tax at a uniform rate on the value of land. His conclusion is that his proposals will facilitate the ownership of the home and better planning schemes.

H. V. L.

BOOKS RECEIVED

Reconstruction and Town and Country Planning. By Sir Gwilym Gibbon, C.B., C.B.E., D.Sc. (London: The Architect and Building News.) Price 15s. net.

Britain's Cities of To-morrow. By C. B. Purdom. (London: King, Littlewood & King, Ltd.) Price 1s. net.



MODEL OF DESIGN FOR A NEW TOWN. BY MR. THOMAS SHARP, M.A., M.T.P.I.
(IN THIS DESIGN THE INDUSTRIAL AREA IS PLANNED TO THE WEST OF THE RAILWAY.)

CORRESPONDENCE

[Whilst we are glad to publish letters on professional and other matters of interest to our readers, it must be understood that we do not necessarily endorse the remarks of correspondents, who will oblige us if they will express their views as briefly as possible.]

Structural Engineers and Registration.

To the Editor of *The Builder*.

Sir,—The attention of my Council has been drawn to your issue of November 13, 1942, on page 414 of which there is published what appears to be a report of the proceedings of the 42nd quarterly meeting of the Architects' Registration Council of the United Kingdom. It is noticed that in this report a paragraph dealing with the rejection of two applications for registration is headed "Rejection of Structural Engineers."

My Council would like to point out that, to those less instructed in structural engineering matters, the impression is given that chartered structural engineers are not eligible for registration. This, of course, is not the case in fact, since many members of this Institution have applied for registration and been admitted to the Register.

Upon consideration of the above my Council feel sure that you will, with your usual courtesy, correct any wrong impression which your readers may have gained by publishing a prominent paragraph to the effect that some chartered structural engineers have been admitted to the Register.

R. F. Maitland,
Secretary, Institution of Structural Engineers.

11, Upper Belgrave-street, S.W.1.

The Future of the Quantity Surveyors' Profession.

To the Editor of *The Builder*.

Sir,—May I be permitted to reply to two letters appearing in *The Builder* for January 22 referring to my previous letter of January 8 on the above subject?

I must first correct a rather strange misinterpretation made by "C. Q. S." in his third paragraph. Quoting from my early letter he uses my phrase, "Any less routine work than preparing a bill of quantities in a proper manner is hard to imagine"; but he does not complete the sentence with—"despite the reference by 'Balbus.'" Had he followed the correspondence he would have understood that when I said "Any *less* routine work," I did mean *less* and not *more*. I do not consider quantity surveying to be routine work. "C. Q. S.," having made me guilty of his own misinterpretation, passes sentence by saying, "Slips of a like nature in a bill of quantities might cost money." I can only say in defence that "*interpretations*" of a like nature might cost even more money—and I mean more, not less.

In advocating bills of quantities as the finest basis for competitive contracting, and in stating that there is no reason why, with proper office organisation, they should not be produced rapidly, I have in mind many contracts where quantities were dispensed with and schedules or similar "build - first - and - think - afterwards" methods adopted. When all the delays occurring on such contracts are added together, the time wasted far exceeds any so-called initial delay which might have been occasioned by the preparation of quantities.

The contemporary ideas in building seem to emphasise the starting of a contract, whereas surely the more important point is the satisfactory completing of the work. To allow a quantity surveyor to think out the difficulties of a building scheme prior to its commencement, which he does as part of the process of analysis in quantity preparation, will more than repay the time taken.

I must express my complete agreement with "Balbus" on the function of the quantity surveyor in the control of cost-plus and schedule contracts and, further, endorse his suggestion that the only satisfactory form of schedule is the "particular" schedule and not the "universal" schedule.

I still maintain, however, that both cost-plus and schedule contracts are temporary necessities, caused by the lack of skilled surveyors, and I urge the building world to take proper steps to train men for this profession to meet the post-war conditions.

Craftsman.

To the Editor of *The Builder*.

Sir,—In the discussion which has taken place in your columns on the above subject, stress has been laid on the time factor in the preparation of bills of quantities and the contract documents which are essential in obtaining truly competitive tenders.

Few surveyors of experience will agree with "C.Q.S." when he states that one quantity surveyor could not "take off" more than £2,500 worth of work in one week. Everything depends on the nature of the work. In plain factory work and many classes of heavy construction this quantity is frequently taken off in several items occupying a matter of minutes, and value has little or no bearing on the question. Admittedly, the quantities of a private house of £2,500 in value would occupy a surveyor's office a fortnight with every effort to economise time, for reasons which are obvious to the instructed. Any attempt to generalise based on values, therefore, would lead to faulty conclusions.

From the points of view of building owner, contractor and surveyor, the most satisfactory method of letting a contract when time is the leading factor is undoubtedly that based on a provisional bill of quantities, permitting the contractor to price same, the document thereupon becoming the schedule upon which the works are measured up as executed and the resulting final bill priced in accordance with such schedule. A provisional bill for a factory of £100,000 has been prepared, duplicated and sent out to tender within one week from the receipt of drawings and particulars. Ten days were allowed for submission of tenders. Will any knowledgeable person claim that 17 days is unprofitably spent when all the advantages are considered, particularly as this time will be welcome to the architect in perfecting his drawings, obtaining consents and making the many preparations for commencement of the work?

It will be recognised that these results can only be obtained when the surveyor has an expert knowledge of the class of work under consideration.

Progress.

Holidays with Pay.

To the Editor of *The Builder*.

Sir,—The letter from Mr. Chapman [*The Builder*, January 22] only partially clears the objections I raised in my previous letter. Will those builders interested in income tax refer to Clause 11 of the Agreement? It appears that the tax authorities agree that the stamps are not cash. They seem to regard the outlay on stamps as an investment by the builder, and not as an expense until it is sold and converted into cash and the man receives it. I will not waste space in quoting from the clause, as any builder can refer to it. When the stamps are converted into cash the cash payment must be returned as employees' income, and it will *then be allowable as an expense*. If we paid the 1s. 6d. in cash to the man himself it would be immediately allowable as an expense. As the man does not receive cash until approximately twelve months after the purchase of the first stamp, a builder with 120 men lays out £450 during this period. It appears that he cannot claim this as an expense until he repurchases the stamps. Perhaps I read the clause wrongly, but those builders at present liable to income tax and excess profits duty will appreciate what it may mean.

Do I understand from paragraph 7 of Mr. Chapman's letter that the Management Company will advance money to each builder before he cashes the stamps? If so, it will certainly overcome one objection, but clause 7 in the Agreement decidedly does not say they will do so, and I cannot read this inference into the clause.

To me it is not clear as to whether an employee is forced to take a holiday or not. If he has suffered from a long illness or injury, must he have a week off when he has, perhaps, only 26 stamps on his card? Must he have this holiday and be forced to lose money during a period of long daylight hours with pleasant working with benefit to everyone, when both he and the employer normally lose quite enough during the shorter days?

Clause 8 seems most extraordinary. Can it be a fact that after a builder has paid for and affixed stamps, these stamps have no value after October 31? If so, what becomes of the cash? A man might enter another trade, emigrate, or anything else, when every stamp that a builder has affixed cannot even be charged as a working expense unless a worker chooses to cash them during a given short defined period.

I regret the necessity of raising these further objections, which are somewhat in the nature of destructive criticisms, but I must repeat that I consider it would be better for the employer to pay the 1s. 6d. in cash, so that it would be an actual working expense and that advantage is taken, if necessary, of Government Savings Stamps.

I cannot agree with Mr. Chapman's contention that organised workers do not like to rely upon their own thrift. The Post Office Savings Bank alone has something over ten million accounts, so it is reasonable to assume that the average worker understands saving.

Hertford. F. Norman, F.I.O.B.

To the Editor of *The Builder*.

Sir,—Some further observations on this important innovation might appear desirable, particularly in view of Mr. Chapman's comments on Mr. Norman's somewhat critical letter.

It cannot be denied that the builder has to find the necessary cash twice, once for the stamps and again for the holiday pay, although it is appreciated that repayment of the latter has been promised without undue delay.

Mr. Chapman refers to a levy of 6d. per annum for administration. I am aware that such a levy has been fixed for the first accounting period, but this period happens to be for two months only. It is

possible, of course, that it has been decided that a similar levy shall be operated for a full year, but I believe this has not yet been published. There appeared to be some reason for the small levy fixed for 1943, as any man deciding to take a holiday during this year would be entitled to precisely 13s. 6d., less the levy of 6d.—hardly in itself sufficient incentive to men to take a holiday—and if they decide to the contrary, the company will apparently reap the benefit of very many 13s. 6d.'s. Why the scheme should not have been put into operation on the first Monday in April—the normal commencing date of an accounting period—puzzles me. The first holiday would, of course, be postponed until 1944, which might still be the case in view of the small amount of holiday pay which will be available. In the meantime, builders will have subscribed a substantial sum, with little benefit to the men. There is one possible reason for men taking a 1943 holiday: the scheme apparently enables them to claim 7 days' leave of absence when otherwise they would be declared as absentees on jobs where the Essential Work Order is applied.

Regarding Mr. Norman's suggestion that existing savings books and stamps might have been used in place of credit cards and stamps, it is, of course, clear that builders would still have to find the cash for the stamps, but an arrangement might have been made with the Government whereby the stamps could be cashed at any Post Office for use as holiday pay.

The following advantages would accrue:

(a) The builder would not be called upon to find the holiday pay.

(b) The Government would have the use of a considerable sum of money free of interest.

(c) The administrative charge might have been avoided.

(d) The value of any stamps not cashed as holiday pay would be left with the country for the ultimate benefit of the men, instead of being forfeited for the benefit of the managing company.

Finally, and partly in reply to Mr. Hoadley, it is apparent that the holiday scheme is not compulsory, as the agreement between the governing parties provided only for the best endeavours to be made to induce employers and employees to operate the scheme. The answer to the question, "What happens to builders who refuse to play?" might be made in one rather ugly word.

Per pro WILLIAM WILLETT, LTD.
H. L. CAMKIN, Director.

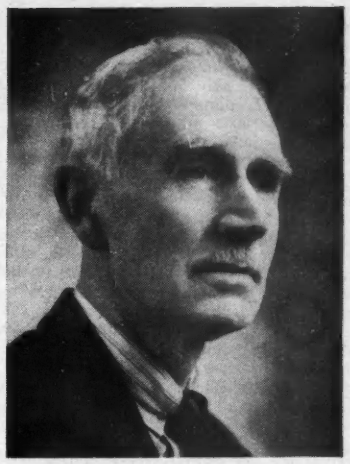
Dilution of Building Labour.

TO THE EDITOR OF *The Builder*.

SIR,—Your leading article on "Building Labour after the War" [January 15] prods at the core of one of the chief practical problems of post-war reconstruction. I gather from your comments that the revolutionary aspect of Sir Samuel Joseph's remarks is in effect that we should fully and officially recognise what has already taken place over the past ten years and more. By thus recognising the dilution and expansion officially, we shall be able to organise and control the future expansion and dilution to much better advantage than we were able by our unofficial recognition of the haphazard expansion during the 'thirties.

If we can only see the industry as it really is and see clearly also what is required of it, wipe the misty tears of craft and sentiment from our eyes and face the facts of our country's needs, we can plan to meet them.

A very large proportion of post-war building does not call for craftsmen in the true and glorious sense. Several classes or standards of buildings are required in large volume, not only one class. If two or three or more grades of carpenters, bricklayers or plasterers are required, let us clearly recognise the fact and provide for them.



MR. H. C. HARLAND,
NEW PRESIDENT L.M.B.A.

Why train a newcomer or an apprentice for four or five years to build churches or town halls, employ him for ten or twenty years building houses, and then transfer him to some other industry? It is ludicrous, it is blind waste, or if not blind, just wicked.

Before the war there were thousands of carpenters, bricklayers, plasterers and others who had worked only on housing schemes and similar work since they entered the industry, and, along with many others, will do so again for many years, perhaps all their lives.

Owing to the narrow limits in variety of their work these men cannot claim to be craftsmen in the full sense, but let there be no mistake, they can justly claim to be specialists or experts. I am not referring to jerry building when I state that craftsmen who have been engaged on first-class work cannot carry out housing scheme class of work as economically as these specialists and at the same time meet the architect's requirements. It is idle to say that these experts could do even better or quicker work if they had had a longer training in many things that they are never called upon to do.

Let the newcomer or apprentice or present-day labourer elect to be trained for Grade 1, 2 or 3, or let the lower-grade tradesman elect to be trained for a higher grade as they choose, provided there are vacancies, and let their training be according to the necessary requirements.

There will always be that goodly stock of men who wish to be complete masters of their calling so long as the various Unions and Associations do not discourage them much more than they have done hitherto. In fact, if craftsmanship is really of first importance, as you suggest in your article and I and many others believe and hope it is, it is possible that one day craftsmanship will be encouraged rather than discouraged by wage agreements or other privileges.

The industry has tried hard enough to kill the real craftsman since the last war. It has failed to do so. During the last ten years, owing to lack of leadership or courage, or through sheer apathy, we have

(*Continued on column* 3, *page* 116.)

LONDON MASTER BUILDERS' ASSOCIATION

MR. H. C. HARLAND ELECTED.

AT the annual meeting of the London Master Builders' Association last week, Mr. H. C. Harland, senior vice-president, was unanimously elected President for the year, in succession to Mr. W. E. Rice. Mr. Harland, who is 62 and comes from Stockton-on-Tees, is a director of Messrs. John Laing and Son, Ltd. He has been a member of the Council of the L.M.B.A. since 1929, and has represented the Association on the Council of the National Federation since 1937.

Trained as a surveyor on the estates of the Duke of Montrose at Drymen in Scotland, Mr. Harland, at the age of 22, became building surveyor to Viscount Furness, for whom he undertook many extensive building and development schemes. After serving in the last war in the Royal Engineers in France and elsewhere overseas, he became co-ordinating manager in the building of a town for the housing of shipyard workers for the Furness Shipbuilding Co., Ltd.

In 1920 he went to Canada to take up an appointment on the designing staff of the Welland Ship Canal in the Department of Railways and Canals. The building of the Canal, which is capable of taking ships of the Queen Elizabeth class, was carried out by the Canadian Government with direct labour and is now an important link in the canalisation of the St. Lawrence, which, when completed, will enable ocean-going vessels to reach the head of the great lakes in the heart of Canada and the United States. The construction of the particular section with which Mr. Harland was associated was an undertaking of even greater size than the Panama Canal.

At the end of 1921 Mr. Harland received an invitation to join the firm of John Laing and Son, Ltd., as London manager, and he returned to this country to take up the appointment. Some years later he was elected to the board of the company. In addition to his building interests he takes an active interest in religious work.

Other office-bearers who were elected at the annual meeting were:—

Senior Vice-President: Mr. J. S. Galbraith (Galbraith Bros., Ltd.).

Junior Vice-President: Mr. E. W. Garrett (J. Garrett and Son, Ltd.).

Hon. Treasurer: Mr. Philip Smallwood (Fredk. Smith and Co. (Builders), Ltd.).

71ST ANNUAL REPORT.

THE annual meeting of the L.M.B.A. was held last week. We take the following extracts from the annual report:

ESSENTIAL WORK (BUILDING AND CIVIL ENGINEERING) ORDER.

A Special Committee appointed by the Administrative Committee has given consideration to questions arising under the above Order.

Representations were made to the National Federation of Building Trades Employers with a view to securing that contractors were reimbursed in additional costs arising from the application of the above Order to existing jobs, with special reference to the extra cost arising from guaranteed time. In this connection, the Association was advised that so far as contracts containing a variation clause are concerned, where no specific provision was included in the invitation to tender informing the contractor that the Essential Work Order will apply to the job, the Departments will be prepared to reimburse contractors the net extra costs

which they may incur as a result of the application of the Order to the works.

JUNIOR VICE-PRESIDENT OF THE NATIONAL FEDERATION OF BUILDING TRADES EMPLOYERS.

The Council has great pleasure in reporting that Mr. G. W. Buchanan, of Messrs. W. H. Lorden & Son, Ltd., has been nominated for election to the office of Junior Vice-President of the National Federation of Building Trades Employers. Mr. Buchanan was President of this Association in 1931, and since then has served upon a number of National Committees, and for some years has been Chairman of the Grading Commission of the National Joint Council for the Building Industry.

WAR DAMAGE REPAIRS.

The Council is glad to record that one of the sources of difficulty in connection with War Damage Repairs in the London district—namely, the payment of travelling expenses to workmen in accordance with the Working Rule Agreement, has been disposed of by an agreement reached between the War Damage Commission and the National Federation of Building Trades Employers.

There remain, however, other questions which are causing dissatisfaction, and a Sub-Committee of the Contracts Committee has been appointed to prepare a case for submission to the War Damage Commission as to what percentages may be added to the cost of labour and materials and sub-contractors' accounts for work carried out on a time and material basis, and be accepted by the Commission as coming within the term "proper cost" of the work.

ABOLITION OF MAXIMUM SUBSCRIPTION.

For many years the maximum subscription payable by any member to this Association has been £500. Consequent upon an alteration in the rules of the National Federation of Building Trades Employers, it is necessary to amend the rules of this Association in order that the maximum subscription shall be abolished, and all members be required to pay a subscription based upon the total wages paid by them. The proposed amendment to the rules provides for the payment of the standard rate of subscription on all wages returns up to £400,000 and lower rates on wages paid in excess of £400,000.

L.C.C. FORM OF CONTRACT FOR DEMOLITION AND DEBRIS CLEARANCE.

At the request of members carrying out work under the above contract, the L.C.C. has been requested to receive a deputation to discuss various questions which have arisen, including the percentage fee payable to the contractor when the aggregation of work exceeds £25,000.

MASTER SLATERS AND TILERS.

In furtherance to the policy that all employers of building trade labour should be represented by one organisation, a conference has been held with the London Association of Master Slaters and Tilers, at which the desirability of Master Slaters and Tilers becoming members of this Association was discussed, and it is anticipated further conferences will be held.

LONDON WORKING RULE AGREEMENT.

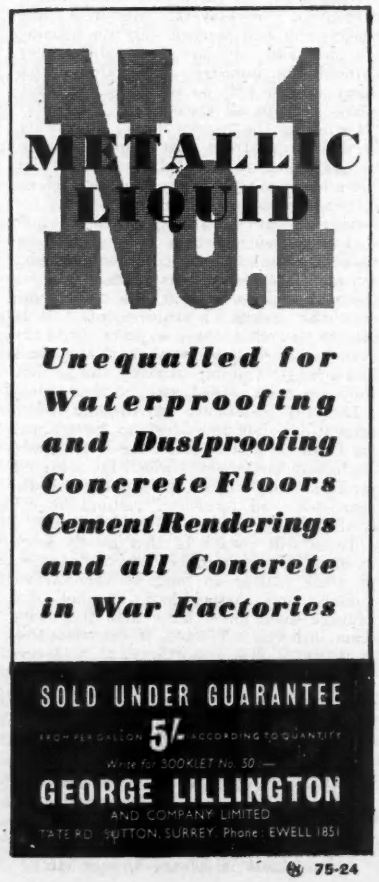
The issue of a revised London Working Rule Agreement was delayed until August of last year, owing to a difference which had arisen between this Association and the National Federation of Building Trades Operatives (L.R.C.) regarding an application of the latter for street masons and paviors to be included in the list of craftsmen contained in the agreement. Eventually agreement was reached by the inclusion of the term "Mason-Paviors."

As stated in the half-yearly report, a number of proposals were received from the operatives early last year for amendment of the London Working Rule Agreement. These were duly considered by the London Regional Joint Committee, and no agreement was reached with regard to the majority of the proposals. Two proposals, however, were deferred for future consideration, relating to the provision of facilities for hot meals on jobs and lock-up cloakrooms with drying facilities, and workmen's tools being left on jobs at the contractor's risk. These matters were further considered at a meeting of the London Regional Joint Committee on December 15, and it was decided that Rule 8 (a) be amended by the addition of the words "where practicable and where sufficient demand exists, provision for hot meals shall be arranged" and an additional clause shall be inserted to the effect that employers shall provide, where possible, facilities for drying clothes.

With regard to the question of responsibility for workmen's tools, the discussion concluded upon the understanding that the joint secretaries would endeavour to ascertain what form of lock-up the insurance companies would require before they would cover the risk of theft of workmen's tools in order that at some future date the question of the definition of a suitable lock-up may be further considered.

MEMBERSHIP.

During the past year the membership has increased and 254 new members have been elected.



CORRESPONDENCE

(*Continued from page* 115.)

seen the "dilutees" or specialists of a few years' standing take home more money in their pay packets than experienced craftsmen. Moreover, many of these dilutees have been working on Class I jobs, truly "diluting," while the craftsmen have been attending the exchanges or trying to keep up with specialists on housing scheme work. At the same time we have had the audacity to lean back and bewail the dearth of craftsmanship and "reminisce" about the good old days.

The planned dilution which I imagine Sir Samuel Joseph has in mind will not only make for that vitally necessary economy in labour, but will also protect the craftsman and facilitate the transfer of labour from one industry to another when the necessity arises.

For a long time now, in actual practice, tradesmen or mechanics have been carefully classified by foreman or master. Carpenters have been divided into roofers, first fixers, second fixers, door hangers, "floor bashers," and so on; bricklayers into corner men, pointers, face workers, rough workers, partitions, chimneys, footings, etc. Other trades have been similarly divided into sub-sections.

Many men have become exceedingly proficient in two or three of these sections and will beat almost anyone for speed and quality within their range of accomplishments.

There is plenty of scope for a more correct or scientific division of labour or duties in the building industry, from the general foreman down, and up.

If we recognise what has happened within the industry and follow on the lines of Sir Samuel's hints we could also strike a blow at jerry-building, which has been the unofficial training ground for many specialists (instead of a proper training ground), as well as the pit for unfortunate craftsmen and "professional" craftsmen.

Unless something is done pretty soon there is a rosy chance of the industry failing the country, and I think Sir Samuel sees ahead a sticky mess, not shown on the layouts or eighth-scales nor expressly mentioned in the specifications. C. G.

OFFICIAL NOTIFICATIONS

Prices for Nuts and Bolts.

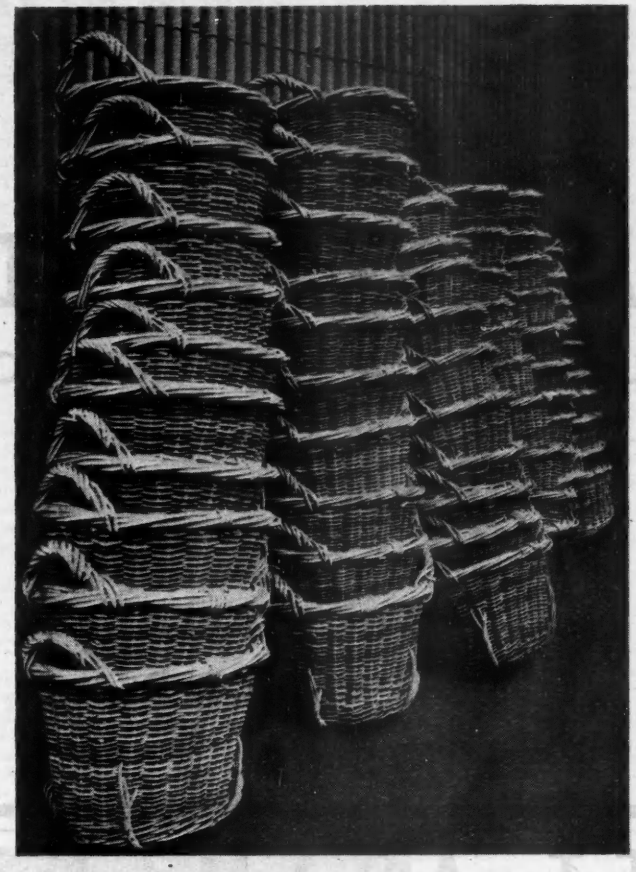
The purpose of a new Order which has just been issued by the Ministry of Supply is to fix maximum prices for most sizes of bolts, nuts, screws, screw studs, washers and rivets, of whatever metal they are made and bring them all within the scope of the Iron and Steel Distribution Scheme. Copies of the Orders, The Control of Bolts, Nuts, Screws, Washers and Rivets (No. 1) Order, 1943 (S.R. and O. No. 41), price 2d., and the Control of Iron and Steel (No. 28) Order, 1943 (S.R. and O. No. 40), price 1d., which came into force on January 25, can be obtained from H.M. Stationery Office, York House, Kingsway, W.C.2, or through any bookseller.

Stock Returns.

The following dates have been fixed by Timber Control Department for returns of private stocks of imported and home-grown softwood, hardwood and plywood for the next six months: January 30, February 27, March 27, May 1, May 29, July 3.

Fire Watchers' Beds and Bunks.

The Ministry of Supply announce that licences to acquire and consume timber for the manufacture of fire watchers' beds and bunks will now only be granted when supported by a certificate to purchase from the Ministry of Home Security.



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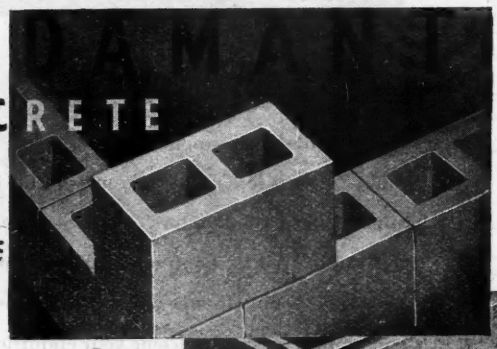

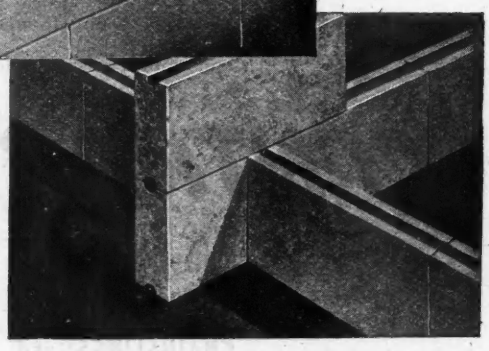

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MINISTRY OF WORKS

WINTER WORKING INSTRUCTIONS.

BUILDING and Civil Engineering Contractors will be interested to read the instructions on Winter Working which have been issued by the Ministry of Works and Planning to contractors on M.O.W.P. building sites. These arrangements have been operating for some time and are designed to prevent interruption to the extensive Government building programme by such seasonal difficulties as rain, snow, frost and shorter daylight, and thus to obtain the greatest results from the limited labour force available. The instructions are summarised as follows:

In general, the Ministry points out, successful winter working involves :—

(i) Much pre-planning and organising on the part of the contractor and the closest co-operation between him and Ministry officials; (ii) the taking of additional precautions so that work may be carried on under conditions which would not normally be contemplated; and (iii) the setting up of additional welfare arrangements for the men. The men themselves must be prepared to continue working for long hours under conditions of considerable difficulty, and at trades or operations with which they are not familiar.

Priorities.—Before the main work on any site can be started the Ministry recommends certain preliminary operations in the following order of priority :

(1) Erection of suitable welfare shelter for the men, store buildings and offices. It is most unsatisfactory to start urgent contracts in open country unless mobile units are used to erect these buildings. M.O.W.P. have a fleet of vehicles which are employed on such contracts.

(2) Construction of sufficient permanent, or temporary, surface drainage, to keep the site free of standing surface water.

(3) Construction of roads, paths and hard standings to give clean access to units under construction. Because of the shortage of rubber boots it is essential that this work should be pushed forward before the site has been cut up by traffic. Precast concrete slabs can be laid as temporary pathways and recovered later. Once roads are constructed they should be reserved for transport.

[The construction of roads must not be delayed to allow for the construction of services. If service crossings cannot be completed at an early stage, ash crossings should be left in the road formations, to avoid delaying road construction.]

(4) Construction of roofs of buildings, wherever possible, before the laying of floors or the building of walls. In this way, under-cover jobs, such as the concreting of floors, can be done in bad weather or during black-out hours, by men who have been concreting drains in good weather.

(5) Accumulation in good weather of sufficient stocks of materials for permanent works and additional stocks for road maintenance, to avoid cutting up the site later by additional transport in bad weather. Work should be planned ahead to ensure a tidy site, *i.e.*, so as to avoid keeping trenches open longer than necessary, blocking roads, or hindering access to buildings under construction by careless dumping of materials.

Rain.—For work in the rain, protective clothing, including a limited issue of rubber boots, may be purchased, coupon free, by the contractor, on appropriate certification. Drying arrangements, as suggested in Factory Form 1892, must be extended so that all protective clothing issued can be dried overnight ready for use next morning. A night watchman should be retained to attend to the stoves and to erect some form of racking for efficient airing. A suggested layout for using a permanent building as a drying hut may be obtained from the Senior Welfare Officer, Ministry of Works and Planning, Abell House, John Islip-street (or is available if required for reproduction.)

Snow.—Priority will be given by Highway Authorities, whenever possible, to the clearing of snow from public highways leading to Government establishments. When access to the site is open, the men should clear sufficient snow to enable the work to proceed. Drains should be cleared to prevent flooding.

Frost.—Until March 15 all urgent jobs should employ rapid-hardening Portland cement. When the temperature falls below 38 deg. F., calcium chloride is to be mixed with all concrete or mortars as follows :—

To every hundredweight sack of rapid-hardening cement a quart measure of calcium chloride flakes (approximately 2 lb.). For concrete this mixture should be added not less than one minute before discharge.

In exceptional cases where site mixing is impossible, special cold-weather cement should be used. Exposed surfaces of concrete should be protected for at least three days by means of tarpaulins or other airtight waterproof materials, such as building paper, tarred felt, etc., supported by timber battens or other suitable means, with the protection suitably lapped not less than 1 in. above the surface and held in position to ensure an insulating layer of dead-air space. Where it is not practicable to cover down, as in the case of soffits of suspended flooring, a temperature of not less than 38 deg. F. should be maintained by artificial heating.

The materials used in mixing the concrete are to be free from frost, ice or snow.

Calcium chloride is obtainable from the Directorate of Works (Supplies), Ministry of Works and Planning, 62, Horseferry-road, London, S.W.1, on certification by a resident engineer or group resident engineer of the Ministry; or by a clerk of works on application to Mr. Morum, Ministry of Works and Planning, Abell House, John Islip-street, S.W.1. Special cold-weather cement is purchased through normal trade channels. Sites must hold a minimum of two weeks' requirements of calcium chloride or special cold-weather cement, until the end of February. Before the main labour force arrives in the morning, watchmen should heat water for concrete and for starting the machinery.

Braziers and slow combustion stoves are available for unfreezing materials and heating the interiors of units under construction. By arrangement between Ministry of Works and Planning and Ministry of Fuel and Power, fuel may be acquired through local coal suppliers in the usual commercial manner, the quantity ordered being the minimum consistent with efficiency and economical operation. Save in abnormal circumstances certified by the Ministry of Works and Planning site representative, the demand should not exceed ¼ cwt. per man per week for site use, and ½ cwt. per man per week for men living in camps on the site.

Wind breaks should be erected on scaffolds where men have to work in exposed positions. Protective materials for this purpose, and for covering down bricks, concrete work, etc., are available.

Weekly records of weather conditions must be kept to show the extent to which work has been carried on under conditions when, normally, workmen would have stood off.

Black-out.—Directly the shell of a building is completed, arrangements should be made to erect a temporary black-out so that inside work may proceed. Black-out materials may be purchased on certificate, and the Ministry has emergency stocks of special light shades and other lighting equipment. Under certain conditions the Ministry of Home Security have relaxed the rules for lighting externally, and details are available for intensities of light permitted in different positions. Lighting materials must be ordered early, as they are in short supply.

Welfare for Winter Working.—Wherever possible, billets for workmen should entail travel of less than 20 miles to and from work, to reduce fatigue, especially under black-out conditions. Contractor's canteen arrangements should allow for the provision of a hot mid-day meal and for hot drinks during the customary breaks; under extremely severe conditions these breaks may be more frequent. The distribution of news bulletins during lunch hours or tea breaks should be encouraged.

In the case of men sleeping in construction camps, adequate recreation facilities should be provided, including : (a) A wireless set, with extensions to canteens and mess rooms, if practicable; (b) in the recreation room, darts, cards, dominoes and similar games, newspapers and periodicals; if possible, a separate hut for reading and writing. All welfare huts must be adequately heated, lighted and ventilated. Arrangements should be made for concerts and cinema entertainment on

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the site after working hours, and, where the site is far from a town, for a Saturday bus service to take men to and from cinemas, shops, etc., the men bearing the cost of the service; (c) if no Post Office is within easy reach, on-the-site arrangements whereby remittances may be posted home on Friday evenings; and (d) extended first-aid facilities, including an adequate supply of hot water, to meet possible extra demands occasioned by work at night and during inclement weather.

A Guide for the Provision of Welfare Amenities for all building sites, other than camp hostels, giving detailed requirements as regards canteen for hot meals, mess rooms, supply of drinking water, catering arrangements, kitchen, temporary shelters, clothes drying accommodation, washing places, etc., together with plans showing arrangements of hutting as canteens for 50, 100, 250 and 400 persons, and as washing and drying rooms, has been published by the Ministry of Labour and National Service, as an annexe to Factory Form 1892.

SOUTHERN COUNTIES FEDERATION

ANNUAL GENERAL MEETING.

THE forty-second Annual Report of the Southern Counties Federation of Building Trades Employers was last week submitted to the Annual General Meeting, when MR. NORMAN LONGLEY presided in the chair.

The year had been busy, it was stated, but far from easy; indeed, the problems confronting members of the Federation had been of increasing complexity. The continued call for man-power by the Government (whether for military service or for Government contracts) led, naturally, to considerable stress on the importance of fair and widespread distribution of contracts. The Federation's activities, through the National Federation, had been unremitting to ensure the allocation of contracts on the broadest basis. Having regard to the necessity for correlating these endeavours with Government requirements, it might be said that success achieved was far from inconsiderable. Despite the fairness of the bases devised for transference of labour, etc., some hardship was quite unavoidable, but, unfortunately, more than a few examples of unnecessarily harsh and, indeed, unreasonable administration of the transfer arrangements had been reported. The year-end brought no lessening of the tempo of transference, and there were signs of a swift withdrawal of men from the still quite substantial labour pool engaged on works described as "less essential." The Federation was facing the possibility that many members might be forced to close down and was deeply concerned to devise arrangements which would maintain the structure of the industry (including the retention of many of the smaller firms, whose function to the community was undoubtedly important) and, at the same time, prepare a foundation for an economy in the industry founded on the conception that there was an optimum number of firms for a healthy and efficient industry.

REGIONAL JOINT COMMITTEE. — The Regional administration of Wage Agreements had been most satisfactory during the year, due to the able chairmanship of Mr. C. B. Sprigings, and, it might properly be claimed, the mutual understanding of their problems between the Employers' and Operatives' representatives.

APPRENTICESHIP.—The Southern Counties has long been deeply concerned with the problems of Apprenticeship and Technical Training and considered that the new National Scheme was a potential source of great improvement in the industry in the regulation and control (though indirect) of intake of the right type of boys in adequate numbers and of their training to a high level of craftsmanship, and regarded the scheme as recognition of their responsibilities by building trades employers. Many local Associations had not been behindhand in their discussions with local authorities on the provision of junior technical schools, and already progress was reported. On the broader problem of the training of craftsmen and technicians for supervisory and managerial posts, a conference had been held with the officers of the Institute of Builders which, it was hoped, would lead to still closer collaboration.

SPECIAL COMMISSION.—In March a Special Commission was appointed to prepare a Report for the Council on (a) the economic, political and industrial structure of the building industry; (b) the manner in which the industry should, in the opinon of the Commission, be operated in the post-war period, in order to attain the highest degree of efficiency and economy, having regard always to the interests of the community; (c) the policy which the Council should pursue forthwith to this end; and (d) methods of improving the status of reputable builders by registration or otherwise. The Commission had decided to submit an interim report dealing with the need for improved organisation in the industry as a whole and, as building trades employers, of the Federation in particular. A more highly integrated organisation of the industry and of each of its component sections was an essential prerequisite for the adoption and operation of the reforms the Commission would recommend in its final report. The Council recognised the magnitude of the changes envisaged by the Commission, but welcomed the desire of the Commission to retain and build upon that which was virile and progressive in the industry and in the Federation. Accordingly, the Council unanimously accepted and adopted the report, which had been placed before the officers of the National Federation.

ORGANISATION.—With the formation of four new Associations there were now thirty-three Associations affiliated comprising 95 per cent. of the Federation's membership of 1,060. It was gratifying to the general meeting that the membership had not merely increased by over 400 firms in recent years, but that the activities of local Associations and the participation of members in the work of the Federation was at a very satisfactory level. The Federation claimed to be representative of the industry in the Southern Counties, and looked forward ere many months had passed, to including within its ranks the few large firms still outside. Subject to the wishes of local Associations, membership was open to all *bona-fide* builders.

DATA.—Appreciation was expressed at the wealth of information circulated to members regularly, covering, in some 300 memoranda, all matters in any way related to building activities.

PRESIDENT, 1942.—Members felt, and rightly so, that the success of the work of the Federation during the year was largely the result of Mr. Norman Longley's unceasing activity and vigilance. He had indeed earned the warm thanks which members extended to him.

The meeting debated very closely the proposals for revision of the Objects, Constitution and Rules, which were subsequently adopted. Apart from many improvements, the outstanding feature of the changes was the provision in the constitution whereby all members became primarily and firstly members of the Federation and *ipso facto* members of local Associations. This was a step towards the integration and centralisation of the Federation; yet there was recognition of the fact that in the Southern Counties Region, at any rate, the Federation owed a great deal of its strength to the vitality of local Associations. It might thus be said that there was incorporated into the constitution the conception of duality of membership.

Mr. S. J. Kingerlee, Oxford, was elected President of the Federation for the ensuing year. Other elections were: Mr. G. O. Swayne, M.I.O.B., Guildford (Senior Vice-President); Mr. W. H. Mussellwhite, Basingstoke (Junior Vice-President); Mr. Jno. Croad, F.I.O.B., Gosport (Hon. Treasurer).

The meeting then proceeded to consider confidential reports on the draft arrangements for a more intensive concentration of labour on essential work and the plans referred to in the Press for further repair to war-damaged houses and other works in certain areas.

Mr. Kingerlee, the new President, occupied the chair at the annual luncheon and proposed the toast of "Our Guests," to which Mr. F. Leslie Wallis, Senior Vice-President of the National Federation, responded.

Among those present were Sir Alfred Hurst, K.B.E., C.B., Mr. Norman Longley, Mr. G. F. Seaward (president) and Mr. G. H. A. Hughes (director) of the Eastern Counties Federation, Alderman J. F. Lane and Mr. C. G. Blanchard (National Federation of Building Trade Operatives), and Messrs. Jno. Croad, hon. treasurer; C. B. Sprigings, chairman Regional Joint Committee; G. O. Swayne, senior vice-president; W. H. Mussellwhite, junior vice-president; R. L. Mason, S. Counties solicitor; S. R. Gerdes, general secretary; P. W. Barton, organising secretary; J. B. Wells, assistant and organising secretary; and many others.

JUST READY—

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RATES OF WAGES IN THE BUILDING TRADE

AS AND FROM 1st FEBRUARY, 1942

[Every endeavour is made to ensure accuracy, but we cannot be responsible for errors]

	Crafts-men.	Lab-ourers.		Crafts-men.	Lab-ourers.		Crafts-men.	Lab-ourers.		Crafts-men.	Lab-ourers.
Aberavon	1/11	1/6½	Clitheroe	1/11	1/6½	Isle of Thanet	1/9	1 4½	Saxmundham	1/7½	1/3½
Aberdare	1/11	1/6½	Cobham (Surrey)	1/10	1/5½	Isle of Wight	1/8½	1/4½	Scarborough	1/10½	1/5½
Abergavenny	1/11	1/6½	Colchester	1/10½	1/5½	Keighley	1/11	1/6½	Scunthorpe	1/11	1/6½
Abingdon	1/9½	1/5	Colwyn Bay	1/10	1/5½	Kenilworth	1/11	1/6½	Selby	1/11	1/6½
Accrington	1/11	1/6½	Congleton	1/10½	1/5½	Kettering	1/11	1/6½	Sevenoaks	1/9½	1/5
Aldeburgh	1/7½	1/3½	Coventry	1/11	1/6½	Kidderminster	1/10½	1/5½	Sheerness	1/9	1/4½
Aldershot	1/9½	1/5	Cranbrook	1/9	1/4½	King's Lynn	1/9	1/4½	Sheffield	1/11	1/6½
Alfreton	1/11	1/6½	Cranleigh	1/9	1/4½	Kirkham	1/11	1/6½	Shipley	1/11	1/6½
Alnwick	1/10½	1/5½	Crawley	1/9	1/4½	Knowle	1/10½	1/5½	Shoeburyness	1/10½	1/5½
Altrincham	1/11	1/6½	Crewe	1/10½	1/5½	Lancaster	1/11	1/6½	Shoreham	1/10	1/5½
Amble	1/10½	1/5½	Cromer	1/8	1/4	Leamington	1/11	1/6½	Shrewsbury	1/10½	1/5½
Amersham	1/9½	1/5	Crowborough	1/9	1/4½	Leatherhead	1/10	1/5½	Sittingbourne	1/9	1/4½
Ammanford	1/11	1/6½	Cuckfield	1/9	1/4½	Leeds	1/11	1/6½	Skegness	1/10	1/5½
Andover	1/9	1/4½	Darlington	1/11	1/6½	Leicester	1/11	1/6½	Sleaford	1/9½	1/5
Ardingly	1/9	1/4½	Darwen	1/11	1/6½	Leighton Buzzard	1/8	1/4	Slough	1/10	1/5½
Arundel	1/9	1/4½	Daventry	1/9½	1/5	Letchworth	1/10	1/5½	Southampton	1/10½	1/5½
Ascot	1/9	1/4½	Deal	1/9	1/4½	Lewes	1/9	1/4½	Southend-on-Sea	1/10½	1/5½
Ashby-de-la-Zouch	1/11	1/6½	Denbigh	1/10	1/5½	Lichfield	1/10	1/5½	Southport	1/11	1/6½
Ashford (Kent)	1/9	1/4½	Derby	1/11	1/6½	Lincoln	1/11	1/6½	South Shields	1/11	1/6½
Ashford (Middlesex)	1/11	1/6½	Devizes	1/8	1/4	Littlehampton	1/9	1/4½	Spalding	1/9	1/4½
Ashington	1/10½	1/5½	Dewsbury	1/11	1/6½	Liverpool	‡2/1	¶	Stafford	1/10½	1/5½
Ashtead	1/11	1/6½	Didcot	1/9	1/4½	Llandudno	1/10	1/5½	Staines	1/10	1/5½
Ashton-under-Lyne	1/11	1/6½	Diss	1/7½	1/3½	Llanelly	1/11	1/6½	Stamford	1/10	1/5½
Aylesbury	1/9	1/4½	Doncaster	1/11	1/6½	London—			Stevenage	1/10	1/5½
Aylsham	1/8	1/4	Dorchester	1/8½	1/4½	12m. radius	*2/0½	1/7½	Stockport	1/11	1/6½
Bagshot	1/9	1/4½	Dorking	1/9½	1/5	12-15m. radius	*2/0	1/7	Stockton-on-Tees	1/11	1/6½
Banbury	1/9	1/4½	Dover	1/9	1/4½	Long Eaton	1/11	1/6½	Stoke-on-Trent	1/11	1/6½
Barnsley	1/11	1/6½	Dovercourt	1/9	1/4½	Longton	1/11	1/6½	Stourbridge	1/11	1/6½
Barnstaple	1/9	1/4½	Driffield	1/9½	1/5	Loughborough	1/11	1/6½	Stourport	1/10½	1/5½
Barrow-in-Furness	1/11	1/6½	Droitwich	1/10½	1/5½	Louth	1/9½	1/5	Stowmarket	1/8	1/4
Barry	1/11	1/6½	Dudley	1/11	1/6½	Lowestoft	1/9	1/4½	Stratford-on-Avon	1/10	1/5½
Basingstoke	1/9	1/4½	Dunstable	1/9½	1/5	Luton	1/10½	1/5½	Stroud	1/10	1/5½
Bath	1/10½	1/5½	Durham City	1/11	1/6½	Macclesfield	1/10½	1/5½	Sunderland	1/11	1/6½
Batley	1/11	1/6½	Eastbourne	1/10	1/5½	Maidenhead	1/10	1/5½	Sutton Coldfield	1/11	1/6½
Beaconsfield	1/9½	1/5	E. Glam. (Mon. Val.)	1/11	1/6½	Maidstone	1/9½	1/5	Swaffham	1/7½	1/3½
Beccles	1/7½	1/3½	East Grinstead	1/9	1/4½	Malvern	1/9½	1/5	Swanage	1/9	1/4½
Bedford	1/10½	1/5½	Edenbridge	1/9	1/4½	Manchester	1/11	1/6½	Swansea	1/11	1/6½
Berkhamsted	1/9	1/4½	Ely	1/8	1/4	Manningtree	1/8	1/4	Swindon	1/9½	1/5
Berwick	1/10½	1/5½	Epping	1/11	1/6½	Mansfield	1/11	1/6½	Tamworth	1/10½	1/5½
Beverley	1/11	1/6½	Exeter	1/10½	1/5½	March	1/8	1/4	Taunton	1/9½	1/5
Bexhill-on-Sea	1/9½	1/5	Exmouth	1/9½	1/5	Margate	1/9	1/4½	Tenterden	1/9	1/4½
Bideford	1/9	1/4½	Fakenham	1/8	1/4	Market Harborough	1/10	1/5½	Thames Haven	1/11	1/6½
Biggleswade	1/9	1/4½	Falmouth	1/9½	1/5	Matlock	1/9½	1/5	Thetford	1/8½	1/4½
Billericay	1/8½	1/4½	Fareham	1/10	1/5½	Melton Constable	1/7½	1/3½	Thorpe Bay	1/10½	1/5½
Birchington	1/9	1/4½	Faversham	1/9	1/4½	Melton Mowbray	1/10	1/5½	Todmorden	1/11	1/6½
Birkenhead	‡2/1	¶	Felixstowe	1/10	1/5½	Merthyr	1/11	1/6½	Tonbridge	1/9½	1/5
Birmingham	†1/11	1/6½	Filey	1/9½	1/5	Middlesbrough	1/11	1/6½	Torquay	1/10½	1/5½
Bishop Auckland	1/11	1/6½	Fleetwood	1/11	1/6½	Middleton	1/11	1/6½	Totnes	1/9	1/4½
Bishop's Stortford	1/10	1/5½	Flint	1/11	1/6½	Middlewich	1/10½	1/5½	Trowbridge	1/8	1/4
Blackburn	1/11	1/6½	Folkestone	1/9	1/4½	Milford Haven	1/9½	1/5	Truro	1/8½	1/4½
Blackpool	1/11	1/6½	Frinton-on-Sea	1/9	1/4½	Morecambe	1/11	1/6½	Tunbridge Wells	1/9½	1/5
Blyth	1/11	1/6½	Frome	1/8	1/4	Morley	1/11	1/6½	Uppingham	1/10½	1/5½
Bognor Regis	1/9	1/4½	Gainsborough	1/10	1/5½	Mundesley	1/8	1/4	Uttoxeter	1/10	1/5½
Bolton	1/11	1/6½	Gateshead	1/11	1/6½	Nantwich	1/10½	1/5½	Wakefield	1/11	1/6½
Bournemouth	1/10	1/5½	Gillingham (Kent)	1/10	1/5½	Nelson	1/11	1/6½	Walsall	1/11	1/6½
Bracknell	1/9	1/4½	Glossop	1/11	1/6½	Newark-on-Trent	1/10½	1/5½	Walsden	1/11	1/6½
Bradford	1/11	1/6½	Gloucester	1/10½	1/5½	Newbury	1/9	1/4½	Walton-on-Naze	1/9	1/4½
Bradford-on-Avon	1/8	1/4	Godalming	1/9	1/4½	Newcastle-on-Tyne	1/11	1/6½	Ware	1/10½	1/5½
Braintree	1/9	1/4½	Goole	1/11	1/6½	Newcastle-u.-Lyme	1/11	1/6½	Warminster	1/8	1/4
Brentwood	1/10½	1/5½	Gosport	1/10½	1/5½	New Forest	1/9	1/4½	Warrington	1/11	1/6½
Bridgwater	1/9½	1/5	Grantham	1/10	1/5½	Newmarket	1/9	1/4½	Warwick	1/11	1/6½
Bridlington	1/10½	1/5½	Gravesend	1/10½	1/5½	Newport, Mon.	1/11	1/6½	Wellington R.D.	1/10½	1/5½
Brighouse	1/11	1/6½	Great Yarmouth	1/9	1/4½	Newport Pagnell	1/9	1/4½	Welwyn	1/10	1/5½
Brighton	1/10	1/5½	Grimsby	1/11	1/6½	Northampton	1/11	1/6½	Welwyn Gar. City	1/11	1/6½
Bristol	1/11	1/6½	Guildford	1/9	1/4½	Norwich	1/11	1/6½	Wells (Norfolk)	1/7½	1/3½
Broadstairs	1/9	1/4½	Guilsborough	1/9½	1/5	Nottingham	1/11	1/6½	West Bromwich	1/11	1/6½
Bromsgrove	1/10½	1/5½	Halifax	1/11	1/6½	Nuneaton	1/11	1/6½	Westcliff-on-Sea	1/10½	1/5½
Buckley	1/11	1/6½	Hanley	1/11	1/6½	Oakham	1/9½	1/5	Weston-super-Mare	1/10	1/5½
Bungay	1/7	1/3½	Harpenden	1/10	1/5½	Oldham	1/11	1/6½	Weybridge	1/10	1/5½
Burnham-on-Crouch	1/7½	1/3½	Harrogate	1/11	1/6½	Ormskirk	1/11	1/6½	Weymouth	1/9	1/4½
Burnley	1/11	1/6½	Hartlepools	1/11	1/6½	Oxford	1/10½	1/5½	Whitby	1/10	1/5½
Bursiem	1/11	1/6½	Harwich	1/9	1/4½	Oxted	1/9½	1/5	Whitstable	1/9	1/4½
Burton-on-Trent	1/11	1/6½	Haslemere	1/9	1/4½	Paignton	1/10½	1/5½	Widnes	1/11	1/6½
Bury	1/11	1/6½	Hastings	1/9	1/4½	Peterborough	1/10½	1/5½	Wigan	1/11	1/6½
Bury St. Edmunds	1/8½	1/4½	Hatfield	1/10½	1/5½	Plymouth	1/11	1/6½	Wigton	1/9½	1/5
Buxton	1/10½	1/5½	Haywards Heath	1/9	1/4½	Pontefract	1/11	1/6½	Willington	1/11	1/6½
Byfleet	1/9½	1/5	Hednesford	1/10½	1/5½	Pontypridd	1/11	1/6½	Wilmslow	1/11	1/6½
Cambridge	1/11	1/6½	Hemel Hempstead	1/10	1/5½	Port Talbot	1/11	1/6½	Winchester	1/9½	1/5
Canterbury	1/9	1/4½	Henley-on-Thames	1/9	1/4½	Portsmouth	1/10½	1/5½	Windermere	1/9½	1/5
Cardiff	1/11	1/6½	Hereford	1/9	1/4½	Preston	1/11	1/6½	Windsor	1/10	1/5½
Carlisle	1/11	1/6½	Herne Bay	1/9	1/4½	Pulborough	1/9	1/4½	Wisbech	1/8½	1/4½
Carnforth	1/11	1/6½	Hertford	1/10½	1/5½	Ramsgate	1/9	1/4½	Witham	1/9	1/4½
Castleford	1/11	1/6½	Heysham	1/11	1/6½	Reading	1/10½	1/5½	Woking	1/9½	1/5
Caterham	1/11	1/6½	Hitchin	1/10	1/5½	Redditch	1/10½	1/5½	Wokingham	1/9	1/4½
Chard	1/8	1/4	Hoddesdon	1/10½	1/5½	Redhill	1/9½	1/5	Wolverhampton	1/11	1/6½
Chatham	1/10	1/5½	Holt (Norfolk)	1/7½	1/3½	Ripon	1/9½	1/5	Woodbridge	1/8½	1/4½
Chelmsford	1/10½	1/5½	Horley	1/9	1/4½	Rochdale	1/11	1/6½	Worcester	1/10½	1/5½
Cheltenham	1/10	1/5½	Horsham	1/9	1/4½	Rochester	1/10	1/5½	Workington	1/9½	1/5
Chepstow	1/10½	1/5½	Horwich	1/11	1/6½	Rugby	1/11	1/6½	Worksop	1/10½	1/5½
Chertsey	1/10	1/5½	Huddersfield	1/11	1/6½	St. Albans	1/10½	1/5½	Worthing	1/9	1/4½
Chester	1/11	1/6½	Hull	1/11	1/6½	St. Helens	1/11	1/6½	Wrexham	1/10½	1/5½
Chesterfield	1/11	1/6½	Hunstanton	1/8	1/4	St. Neots	1/8½	1/4½	Wroxham	1/8½	1/4½
Chichester	1/9	1/4½	Huntingdon	1/8½	1/4½	Saffron Walden	1/8	1/4	Wycombe	1/10	1/5½
Chorley	1/11	1/6½	Ilfracombe	1/9	1/4½	Salisbury City	1/8½	1/4½	Wymondham	1/8	1/4
Cirencester	1/8½	1/4½	Ingatestone	1/9½	1/5	Salisbury Plain	1/10	1/5½	Yeovil	1/9½	1/5
Clacton	1/9	1/4½	Ipswich	1/10½	1/5½	Sawbridgeworth	1/9½	1/5	York	1/11	1/ 6½
Cleveleys	1/11	1/6½									

* Painters ½d. less than other Craftsmen. † Plus 2d. per working day. ‡ Plasterers 2/1½.

¶ Tradesman's Labourers, 1/7½. Navvies and General Labourers, 1/6½.

§ Joiners, Plumbers, Bricklayers, Tilers and Masons receive 2/- per week or 4d. per day Tool Money.

NOTE.—Carpenters and Joiners in all Towns and Districts (other than Birkenhead and Liverpool) receive 2d. per day Tool Allowance.

For Building Trade Wages in Scotland, see page 121.

PRICES CURRENT OF MATERIALS*

Note: These prices apply to large quantities of materials delivered to site. Prices for smaller quantities ex merchants' warehouse will of course be higher. Owing to the exceptional circumstances which prevail at the present time, prices of materials should be confirmed by inquiry. The prices of soft woods are for cash on delivery.

BRICKS, &c.

	£ s. d.
First Hard Stocks	4 13 0
Second Hard Stocks	4 6 0
Mild Stocks	3 13 0
Single Rough Stocks	3 7 0
Common Stocks	2 17 6

All loaded free into lorry at the works. The question of haulage is still very difficult and prices must be obtained from job to job. *In addition*, there will be the Levy under the Bricks (Charges) Order, 1942, of 3s. per 1,000.

2½ in. Phorpres. A discount of 6d. 1,000 only monthly account.	King's Cross Station per 1,000 s. d.	To sites in W.C. District per 1,000 s. d.
Pressed	56 9	63 3
Keyed	58 9	65 3
Single Bullnose	76 9	83 3
Rustics	76 9	83 3
Whites	77 3	83 3
White Midhurst Best selected (delivered London site)	£ s. d. 5 10 0	
Best blue Pressed Staffs. (London Stns.)	11 12 0	
Do. Bullnose (London Stns.)	12 2 0	
Blue Wire Cuts (London Stns.)	10 9 6	

Best Stourbridge Fire Brick (London Stns.) :—

	£ s. d.		£ s. d.
2½ in.	10 0 0	3 in.	12 0 0

GLAZED BRICKS. (London Stns.)

Best White Ivory and Salt Glazed		D'ble Str'tch'rs D'ble Headers	38 10 0 35 0 0
Stretcher	30 0 0	One side&two ends	39 10 0
Headers	29 10 0	Two sides&one end	40 10 0
Quoins, Bullnose and 4½ in. Flats	36 10 0	Splays and Squints	38 0 0

Second Quality, £2 per 1,000 less than best. Cream and buff, £2 extra over white. Other colours. Hard Glaze, £5 10s. extra over white.

ADD LEVY ON BRICKS. 3/- per 1,000 except Glazed Bricks.

PARTITION SLABS.

Delivered on site London Area.

"PHORPRES" HOLLOW PARTITION BLOCKS.

	s. d.		s. d.
2" per yd. sup.	2 8	3" per yd. sup.	3 6
2½ " "	2 11	4" " "	3 10

CLINKER CONCRETE.

2" per yd. sup.	1 11	3" per yd. sup.	2 6
2½ " "	2 3	4" " "	3 6

CRANHAM TERRA COTTA.

Size 12 x 9 x 2" per yd. super	2 8
Size 12 x 9 x 2½ " "	2 11
Size 12 x 9 x 3" "	3 6
Size 12 x 9 x 4" "	3 10

HEMPSTEAD—KEYED TWO SIDES.

12" x 9" x 2"	2 8	12" x 9" x 3"	3 6
12" x 9" x 2½"	2 11	12" x 9" x 4"	3 10

Per yard super d/d. Free on site, London.

Plus 2d. for smooth one side, and 4d. for smooth both sides.

STONE.

	s. d.
BATH STONE.—Delivered in railway trucks at Westbourne Park, Paddington, G.W.R., or South Lambeth, G.W.R., per ft. cube	3 3½
BEER STONE—RANDOM BLOCK—	
Free on rail at Seaton Station.. per ft cube	2 3
Delivered free on rail Nine Elms, S.R. "	3 1½
Selected approximate size one way, 1d. per cubic ft. extra, selected approximately three sizes or for special work, 3d. per cubic ft. extra.	
PORTLAND STONE—	
Brown Whitbed, in random blocks of 20 ft. average, delivered in railway trucks at Nine Elms, S. Rly., South Lambeth Station, G.W.R., and Westbourne Park, Paddington, G.W.R., ...per ft. cube	4 7
Do. do. delivered on road waggons as above stations ..... per ft. cub.	4 7
White basebed, 3d. per ft. cube extra.	
NOTE.—1d. per ft. cube extra for every ft. over 20 ft. *average* and ½d. beyond 30 ft.	
HOPTON-WOOD STONE—	s. d.
F.O.R. Quarries, Wirksworth, Derbyshire, Random blocks from 10 ft. and over P.ft.cb.	13 2
Sawn two sides	26 11
Sawn three or four sides	31 11
YORK STONE, BLUE—*Robin Hood Quality*.	
Delivered at any Goods Station, London.	
6 in. sawn two sides landings to sizes (under 30 ft. super) .....per ft. super	5 6
6 in. rubbed two sides, ditto .... "	6 3
3 in. sawn two sides slabs (random sizes) ..... "	2 7
2 in. to 2½ in. sawn one side slabs (random sizes) (paving) ..... "	1 8½
1¼ in. to 2 in. ditto ..... "	1 4½
HARD YORK—	
Delivered at any Goods Station, London.	
Scrappled random blocks .....per ft. cube	6 10
6 in. sawn two sides landings to sizes (under 40 ft. super) .....per ft.super	5 7½
6 in. rubbed two sides, ditto .... "	6 9
4 in. sawn two sides slabs (random sizes) ..... "	3 5
3 in. ditto ditto ..... "	2 8
2 in. self-faced random flags.....per yd. super	8 9

CAST STONE.

Delivered in London area in full van loads, per ft. cube : Plain, 7s. 6d. Moulded, 8s. 6d. Small section cills and copings, 11s.

SAND.

Thames Ballast	10s. 0d. per yd.	delivered 2 miles radius Paddington.
Pit Ballast	9s. 6d. " "	
Pit Sand	12s. 0d. " "	
Washed Sand	13s. 0d. " "	
¼ in. Shingle	10s. 6d. " "	
¾ in. Broken Brick	16s. 0d. " "	
Pan Breeze	10s. 0d. " "	

CEMENT.

Best British Portland Cement. Standard Specification, delivered London area.

	£ s. d.
6 ton loads and upwards site ..... per ton	2 11 0
1 ton to 6 tons site	2 14 0
Alongside Vauxhall in 80 ton lots	2 8 6
"Ferrocrete" Rapid Hardening Cement—	
6 ton loads and upwards site	2 17 0
1 ton to 6 tons site	3 0 0
Alongside Vauxhall in 80 ton lots	2 14 6
"Aquacrete" Water Repellent, "Blue Circle" cement, 30s. per ton on ordinary "Blue Circle" prices.	
"Colorcrete" Nos. 1 and 2. Coloured rapid Hardening Portland Cement in 6 ton lots ..	4 11 0
"Colorcrete" not rapid hardening, according to colour, from £7 to £15 10s. per ton.	
"Snowcrete" White Portland Cement (in free paper bags)	10 5 0
"417" Cement (Ultra Rapid Hardening) Delivered Site London Area in 6 tons lots and upwards	3 11 0
Plus packages at current prices.	
Super Cement (Waterproof), bags extra	4 1 0

NOTE.—Jute sacks charged at 35s. 6d. nett per ton (20 sacks) for quantities of or exceeding one ton.

Less than one ton 1s. 9½d. nett each.

Credit 1s. 6d. nett each when returned in good condition within two weeks.

	£ s. d.		£ s. d.
Romance ment	8 10 0	Keene's Cement, White	7 0 0
Parian Cement	7 0 0	" Pink	6 10 0

Cement tone Colours for cement according to tints per cwt. from £3 5s. 0d.

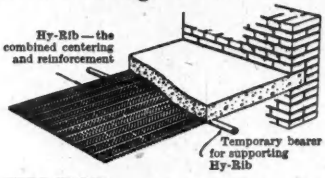
SLATES.

First quality slates from Penrhyn or Portmadoc carriage paid in full truck loads to London Rate Station Per 1,000 actual.

	£ s. d.		£ s. d.
24 by 12	45 5 0	18 by 10	24 0 0
22 by 12	37 17 6	18 by 9	22 12 6
22 by 11	34 2 6	16 by 10	21 10 0
20 by 12	33 0 0	16 by 8	16 12 6
20 by 10	30 5 0		

HY-RIB is the answer to your centering problem

Use the reinforcing steel as centering for the slabs



HY-RIB is a centering for concrete during construction

HY-RIB is a reinforcement for the structural slab

Over ***11,000,000*** *square feet of HY-RIB combined centering and reinforcement has been used in wartime buildings*

For the guidance of Constructional Staffs we provide working drawings for particular applications of Hy-Rib.

HY-RIB
COMBINED CENTERING AND REINFORCEMENT

HY-RIB SALES, 6 COLLINGHAM GARDENS EARLS COURT, S.W.5. 'PHONE: FROBISHER 8141

4-3864

PLASTER.

	£ s. d.		£ s. d.
Coarse, Pink	4 2 6	Sirapite, Coarse..	4 8
" White ..	4 10 0	" Finish ..	4 14
Pioneer	4 3 6		

Above prices for 4-ton loads and over London Area.

Best Ground Blue Lias Lime	3 7 6	Grey Stone Lime Chalk Lime	3 1
Granite Chippings	1 15 0	Hair per cwt. ..	3 15

NOTE.—Sacks are charged 1s. 9d. each, and credited 1s. 6d. if returned in good condition within three months, carriage paid.

Stourbridge Fireclay in paper bags, £2 12s. 6d. in 6-ton lots at railway depot.

TILES.

Delivered at London rate stations in full truck loads of not less than 6 tons..... Per 1,000 f.o.r. London.

Best machine-made tiles from Broseley or Staffordshire district	£5 15
Ditto hand-made ditto	6 18
Ornamental ditto	7 5
Hip and valley tiles (per dozen) Hand-made	0 14
Machine-made	0 13

HARD WOOD.

1 INCH AND UP THICK.

Average price for prime quality.

	s. d.		£ s. d.
Dry English Wainscot Billets..	16 0	to	0 18 0
Dry Slavonian Billet Wainscot ..	17 0	to	1 0 0
Dry Cuba Mahogany logs	21 0	to	1 4 0
Square-edged Honduras Mahogany			0 16 0
Log Cut Honduras Mahogany			0 17 0
American Figured Oak			0 13 0
American Plain Oak			0 12 0
Jap. Figured Oak			0 13 0
Jap. Plain Oak			0 12 0
Teak			0 15 0
American Whitewood			0 12 0
African Whitewood			0 8 0
African Mahogany			0 11 0
Australian Walnut			0 19 0
Australian Silky Oak			0 12 0
Best Scotch glue ..... per cwt.			5 0 0
Liquid glue ..... per gallon			1 2 0

SOFT WOOD.

MERCHANTABLE BRITISH COLUMBIAN PINE

	Minimum. £ s. d.	Maximum. £ s. d.
Scantlings in imported sizes, 2 in. by 3 in. to 4 in. by 11 in.	43 10 0	53 0 0

PLANED BOARDS.

PRIME CLEAR BRITISH COLUMBIAN PINE.

	Per standard. £ s. d.
1 in. by 11 in. } 1 in. by 9 in. }	67 10

	Per square. s. d.
1 in. plain edge flooring	53 0
1¼ in. ditto	66 6
1 in. tongued and grooved	53 0
1¼ in. ditto	66 6

MATCHING.

	Per square. s. d.
¾ in.	37 6
¾ in.	42 0
1 in.	55 0

PLUMBERS' BRASS WORK.

Delivered in London.

M.O.H.

S.D. BIBCOCKS CRUTCH HEAD, FOR IRON

½ in.	¾-in.
33/-	46/6 per doz

TOILET BIB COCKS FOR IRON.

½ in.	¾ in.
42/-	60/- per doz

S.D. STOP COCKS FOR IRON.

½ in.	¾ in.	1 in.	1¼ in.	1½ in.	2 in.
33/-	48/-	86/-	209/-	281/-	456/- per doz.

S.D.S. COCKS WITH TWO UNIONS FOR LEAD

½ in.	¾ in.	1 in.	1¼ in.	1½ in.	2 in.
45/-	77/6	123/-	240/-	372/-	624/- per doz.

DOUBLE NUT BOILER SCREWS.

½ in.	¾ in.	1 in.	1¼ in.	1½ in.	2 in.
5/6	6/8	11/-	24/-	36/-	56/- per doz.

HEAVY CROYDON BALL VALVES.

½ in.	¾ in.	1 in.	1¼ in.	1½ in.
60/-	96/-	120/-	215/-	296/- per doz.

CAPS AND SCREWS.

½ in.	¾ in.	1 in.	1¼ in.	1½ in.	2 in.	3 in.	3½ in.	4 in.
11/9	14/5	21/6	37/9	54/-	59/6	doz.		

BRASS SLEEVES.

½ in.	¾ in.	1 in.	1¼ in.	1½ in.	2 in.	3 in.	3½ in.	4 in.
10/9	13/6	25/-	37/-	46/- per doz.				

LEAD TRAPS WITH BRASS CLEANING SCREWS

	1½×6 lbs.	1½×6 lbs.	2×7 lbs.	3×7 lbs.
Lead P.	26/-	34/-	55/-	92/- per doz.
Lead S.	34/-	41/-	67/	115/- per doz.

SOLDER.—Plumbers', 1/5 . Tinmen's, 1/9. Blow pipe 2/- per lb.

* The information given on this page has been specially compiled for THE BUILDER, and is copyright. The aim in this list is to give, as far as possible, the *average* prices of materials, not necessarily the highest or lowest. Quality and quantity obviously affect prices—a fact which should be remembered by those who make use of this information. Prices are subject to 2½ per cent. cash discount.

PRICES CURRENT OF MATERIALS—(*contd.*)

METALS.

JOISTS, GIRDERS, &c., TO LONDON STATION PER TON—

	£	s.	d.
R.S. Joists, cut and fitted	£23	10	0
Plain Compound Girders	26	0	0
Stanchions	28	10	0
In Roof Work	33	10	0

NOTE.—These prices are for standard pieces and not special pieces of an awkward nature.

MILD STEEL ROUNDS.—To London Stations, per ton.

Diameter.	£	s.	d.	Diameter.	£	s.	d.
¼ in.	23	0	0	⅜ in. to ½ in.	21	10	0
⅝ in.	22	0	0	⅝ in. to 2½ in.	21	0	0

WROUGHT TUBES AND FITTINGS.

Deliveries from works.

Deliveries from London stock further 2½ % gross.

10/17

	Tubes. ½"/6"	Tubulars. ¾"/6"	and 19/24	Flanges. 2"/2½"	2½"/6"
	%	%	%	%	%
Light weight	51½	—	47½	52	57½
Heavy weight	44	44	39½	41	49½
Galv.lightweight	40½	—	38½	39½	48½
Galv.heavyweight	31	31	31	29½	41

Tubes and tubulars sizes ½"/1" inclusive, charged extra of 5% less gross.

Fittings. Figs. 25/34 5% less gross discount.

Terms.—Nett cash end of month following date of invoice. Carriage paid on lots of £10 nett value and over.

CI. HALF-ROUND GUTTERS—London Prices ex Works. per yd. in 6 ft. lengths.

	Gutters.	Nozzles.	Stop ends.
3 in.	1/5½	1/2½	4½d.
3½ in.	1/7	1/4	4½d.
4 in.	1/7	1/6	6½d.
4½ in.	1/8½	1/8½	7½d.
5 in.	2/0½	2/0	9d.

O.G. GUTTERS.

3 in.	1/10½	1/7½	5d.
3½ in.	2/1½	1/7½	6½d.
4 in.	2/1½	1/8½	7½d.
4½ in.	2/2½	1/11½	8½d.
5 in.	2/8½	2/3	10½d.

RAIN WATER PIPES.

Per yd. in 6 fts.	Pipe	Bends. Stock angles.	Branches.
2 in.	2/2½	1/5½	2/2
2½ in.	2/3½	1/8½	2/7½
3 in.	2/8½	2/1½	3/2
3½ in.	3/2½	2/6½	3/7½
4 in.	3/8½	3/0½	4/5

NETT PRICES.

Tonnage allowance—4-ton lots, 5 per cent. 2-ton lots, 2½ per cent.

L.C.C. COATED SOIL PIPES—London Prices, ex Stock.

Per yd. in 6 fts.	Pipe.	Bends.	Branches.
2 in.	3/9½	2/7½	3/2
2½ in.	4/5	2/10½	3/11½
3 in.	4/9	3/2	4/8½
3½ in.	4/10½	3/11½	5/5½
4 in.	5/3½	4/5	6/3½

L.C.C. COATED DRAIN PIPE.

cwt. qr. lbs. in 9 fts.	per yard.	Bends.	Branches.
3 in. 0 3 14	5/10	6/11	11/-
4 in. 1 1 20	7/11	7/11	13/10
5 in. 1 2 22	10/1	14/2	21/5
6 in. 2 0 6	12/3	16/4	28/4

Gaskin, 75/- per cwt.

	Per ton basis in London. £	s.	d.
IRON.—Staffordshire Crown, Merchant quality	18	7	6
IRON.—Staffordshire Marked Bars	19	7	6
Mild Steel Bars	19	15	0
Mild Steel Hoops	21	10	0

Ex Merchant's Stock, per ton (two-ton lots).

Soft Steel Sheets, C.R. and C.A.—			
20 gauge	24	17	6
24 gauge	25	2	6
26 gauge	25	17	6
Galvanised Corrugated Sheets, 6 ft. to 9 ft.			
20 gauge	27	0	0
24 gauge	27	10	0
26 gauge	28	15	0
Galvanised Flat Sheets, C.R. and C.A.—			
20 gauge	28	10	0
24 gauge	29	0	0
26 gauge	30	5	0

	Per ton. £	s.	d.
Cut Nails, 3 in. and up	28	10	0

ALL NETT.

METAL WINDOWS.—Standard sizes, suitable for complete houses, including all fittings, painting two coats, and delivery to job, average price about 2s. 4d. to 2s. 7d. per foot super.

PAINTS, &c.

	£	s.	d.
Raw Linseed Oil (5 galls.) .. per gallon	0	5	9
Boiled Linseed Oil (5 galls.) .. "	0	6	0
Genuine Ground English White Lead, per cwt.	3	11	3
Genuine White Lead Paint, 14 lb. tins free, per cwt.	4	15	6
Genuine Red Lead. "	2	18	0
Linseed Oil Putty (Kegs extra) "	1	3	3
Size. XD quality ..... ton.	0	4	9

Turpentine substitute can be obtained and prices vary according to quality from 3/8 gallon upwards.

	£	s.	d.
SNOWCEM CEMENT PAINT ..... per cwt.	2	16	0
C.M.C. CAMOUFLAGE PAINT ..... "	2	16	0

BUILDING TRADE WAGES IN SCOTLAND

Following are grade rates authorised by the Scottish N.J.C. from October 1. Every endeavour is made to ensure accuracy, but we cannot be responsible for errors that may occur.

Grade Classification	A	A1	A2	A3	B	B1
Craftsmen	1/11½	1/11	1/10½	1/10	1/9½	1/9
Labourers	1/6	1/5½	1/5½	1/5	1/4½	1/4½

A	A1	A2	B	B1
Aberdeen .....A	Dumfriesshire A2	Inverness .....*	Perthshire A2	
Ayrshire .....A	Dundee .....A	Inverurie A1	Peterhead A1	
Banff .....B	Dunoon .....A	Kincardineshire A2	Renfrewshire .....A	
Berwickshire A2	East Fife.....A	Kinross-shire .....A	Rothesay .....A	
Bridge of Allan .....A	East Lothian .....A	Lanarkshire .....A	Roxburghshire A2	
Broughty Ferry .....A	Edinburgh .....A	Midlothian .....A	St. Andrews .....A	
Clackmannanshire ..A	Fifeshire .....A	Monifieth .....A	Selkirkshire A2	
Doune .....A	Forfarshire A2	Moray and Nairn ....B	Stewartry A2	
Dunblane .....A	Glasgow .....A	Newport .....A	Stirlingshire .....A	
Dumbartonshire ....A	Greenock .....A	Peebleshire A2	Stornoway A2	
Dumfries.....A1	Hamilton .....A	Perth .....A	Tayport .....A	
			West Lothian .....A	

*This town has its own rates : Masons, 1/8½ ; Carpenters, 1/8½ ; Slaters, 1/8½ ; Plumbers, 1/9 ; Plasterers, 1/9½, but 1/10 is paid owing to the scarcity at present ; Painters, 1/8½ and Labourers, 1/4

The information given in this table is copyright. Rates of wages in England and Wales are given on page 119

VARNISHES, &c.

		Per gallon. £	s.	d.
Oak Varnish	Outside	0	16	0
Fine do.	"	0	18	0
Fine Copal	"	1	0	0
Pale Copal	"	1	2	0
Pale Opal Carriage	"	1	6	0
Best do. do.	"	1	14	0
Floor Varnish	Inside	1	0	0
Fine Pale Paper	"	1	0	0
Fine Copal Cabinet	"	1	4	0
Fine Copal Flatting	"	1	2	9
Hard Drying Oak	"	1	0	0
Fine Hard Drying Oak	"	1	1	6
Fine Copal Varnish	"	1	2	6
Pale do.	"	1	14	0
Best do.	"	1	4	6
Best Japan Gold Size	"	1	14	6
Best Black Japan		0	12	0
Oak and Mahogany Stain (water)		0	14	0
Brunswick Black		0	9	6
Berlin Black		0	16	0
Knotting (patent)		0	17	0
French and Brush Polish		0	14	0
Liquid Dryers in Terebene		0	11	0
Cuirass Black Enamel		0	9	0

LEAD, &c.

(Delivered in London.)	Per ton. £	s.	d.
LEAD.—Sheet, English, 4 lb. and up	38	0	0
Pipe in coils	38	10	0
Soil pipe	42	10	0
Compo pipe	47	10	0

NOTE.—Country delivery, 20/- per ton extra, lots under 3 cwt. 4/- per cwt. extra and over 3 cwt. and under 5 cwt., 2/6 per cwt. extra. Cut to sizes, 4/- per cwt. extra.

Old lead, ex London area, at Mills..... per ton } £18 0 0.

The Hall Mark AYGEE of Craftsmanship

LEADED LIGHTS and FIRE-RESISTING COPPER LIGHTS

Actual Manufacturers—

AYGEE LTD.

ENGLAND'S LARGEST GLAZING CONTRACTORS

100 WESTMINSTER BRIDGE RD., S.E.1

Ring: Waterloo 6314 (6 lines).

THE SCOTTISH BUILDER

NEW BUILDINGS

Newton.—Plans prepared for reconstruction and additions to Catholic school, for which the architect is William Watt, Albert-st., Motherwell.

Stirling. — Dean of Guild Court approved : One-storey building. Plans by E. Simpson, McMichael & Davidson.

War Damage Repairs.

The War Damage Commission has brought part of the County Borough of Exeter under Section 7 (2) of the War Damage Act, 1941, whereby provision is made for securing that the making of payments by the Commission in respect of war damage shall have regard to the public interest.

Parts of Barnet U.D.C. and Bridlington T.C. have also been brought under Section 7.

GLASS.

SHEET GLASS, ORDINARY GLAZING QUALITY CUT SIZES.

	Per ft. super. d.
18 oz.	3½
24 oz. Clear or "R" quality	4½
26 oz.	5½
32 oz.	7½

ENGLISH ROLLED PLATE AND FIGURED CATHEDRAL, ETC., IN CUT SIZES.

Over 500 ft. super of all kinds.	Per ft.
Rolled plate, ¼ in.	5½d.
Rough cast double rolled, ⅛ in.	6½d.
Rough cast double rolled, ¼ in.	6½d.
Figured rolled, and Cathedral, white	6½d.
Figured rolled and Cathedral, tinted	9½d.
Rolled Sheet	6d.
Reeded, Broad Reeded, Cross Reeded and Chevron Reeded, ¼ in. thick	10½d.

Rolled plate is the same price as rough cast double rolled.

	Per ft. s.	d.
Wire Rolled, ¼ in. thick	0	9½
Wire Cast, ¼ in. thick	0	9½
Georgian Wired Cast	0	10
"Calorex" Sheet, 21 oz.	2	6
" " 32 oz.	4	0
" Cast, ¼ in. thick	0	10
" " ⅜ in. thick	1	0
" " ½ in. thick	1	2
Non Actinic Glass, ¼ in. thick	0	9½
" " " ⅜ in. thick	1	0
" " " ½ in. thick	1	2

"VITA" GLASS.

	Per ft. s.	d.
"Vita" Plate Glass, about ⅛ in. thick—		
To 7 ft. super	5	0
Over 7 ft. super	7	6
"Vita" Sheet Glass, about 18/20 oz.	2	0
Cathedral "Vita" Glass :*		
¼ in. thickness	2	0
⅜ in. "	3	0
½ in. Georgian Wired "Vita" Glass	3	6

GLASS BRICKS.

	s.	d.	
P.B. 1—8 in. × 4⅞ in. × 3⅞ in.	2	9	each nett
P.B. 2—5½ in. × 5½ in. × 3⅞ in.	2	6	"
P.B. 3—7⅛ in. × 7⅛ in. × 3⅞ in.	3	6	"
P.B. 32—7⅛ in. × 7⅛ in. × 3⅛ in.	3	6	"

Radiused Corner Bricks to match up with—

P.B. 2	4	6	each nett
P.B. 3	6	0	"
P.B. 32	6	0	"

IN PARLIAMENT

Sale of Land.

MR. SORENSEN asked the Minister of Health whether he was aware of the many negotiations in real estate now taking place in which land was being sold for three or more times its pre-war value; and, in view of the disquiet this was causing and its effect on post-war housing and rents, whether he proposed to take any action in the matter.

MISS HORSBRUGH said that the whole question was being considered by the Government in the light of the Uthwatt Report.

Scottish Rural Housing Figures.

MAJOR THORNTON-KEMSLEY asked the Secretary of State for Scotland if he could make any statement as to the intention of the Government to construct houses for rural workers in Scotland; and with what counties it was expected in that case to make a commencement.

MR. JOHNSTON said that since the outbreak of war 357 new houses had been built for rural workers with financial assistance under the Housing (Agricultural Population) (Scotland) Act, 1938, and 234 houses were at present under construction. In addition, 2,726 houses for rural workers had been reconstructed with financial assistance under the Housing (Rural Workers) (Scotland) Acts. He was at present considering the possibility of a programme of further houses for rural workers in areas in which they were most urgently required in the interests of food production, but the needs of those areas must be considered along with the needs of urban areas, particularly the areas which had suffered heavy bomb damage.

Air Raid Shelters.

MR. HANNAH asked the Home Secretary whether he had considered the possible danger to the public of shelters which for any reason had become unsafe; what action did he propose to take, especially in view of the fact that the staffs employed by the local authorities had been greatly depleted by war. Whether, in view of the responsibility that fell on local authorities who had built shelters which were, or might become, dangerous from being vaulted with lime, mortar, or other unsuitable materials, in the event of accidents, especially to unattended children playing in them, he would take steps to enable local authorities to insure against this risk, the premiums being recoverable from the National Exchequer.

MR. MORRISON: In March, 1941, directions were issued for a comprehensive survey of public and communal surface shelters built in ungauged lime mortar or lime cement motar and instructions were given that shelters visibly unstable should be demolished and that those which could not be certified as satisfactory should be either demolished or closed by means of some physical obstruction to prevent entry. It was verified in July, 1941, that all such defective shelters had been dealt with in accordance with these instructions. It is the responsibility of a local authority to keep under review the condition of the shelters in its area and to take steps to demolish or prevent access to any which become unsafe. The Department's technical officers are prepared to give all possible assistance to local authorities in the discharge of this duty. I understand that many local authorities make a practice of insuring their liability to the public for risks arising out of the performance of their statutory functions, but I have not felt able to recognise for purposes of Exchequer grant the cost of any additional premiums which may have been paid to cover the special risks attributable to Civil Defence activities. If the policy of demolishing or preventing access to shelters which become unsafe is duly observed the need for insuring against the risk of injury to the public in this connection will not arise.

FUTURE CONSTRUCTION

The Editor welcomes authentic information for this section from architects, surveyors or contractors. Items should reach 4, Catherine-street, Aldwych, W.C.2, not later than Tuesday morning.

CONTRACTS OPEN

For some contracts still open, but not included in this list, see previous issues. Those with an asterisk are advertised in this number. The dates at the head of paragraphs are those for the submission of tenders; a dagger (†) denotes closing date for applications; the name and address at the end refer to the person from whom particulars may be obtained.

BUILDING.

JANUARY 31.

†**Croydon C.B.**—(a) Erection of canteen kitchen buildings at Benson, Beulah (Boys), Elmwood and Winterbourne schools; and (b) shelters at 12 schools. Education Officer, Katharine-st., Croydon. Tenders by February 11.

FEBRUARY 1.

Ballymoney U.D.C. (a) Reconstruction and strengthening of 5 existing public shelters; or (b) to demolish above shelters and erect others to replace them. R. Robinson, Town S.

Feltham U.D.C.—Construction of static water tank. E. and S.

Lisburn U.D.C.—Extension to existing control centre. Town S.

FEBRUARY 2.

Manchester T.C.—Erection of prefabricated hutment and adaptation as nursery at Sloane st., Bradford. City Architect. Dep. £1 1s.

FEBRUARY 6.

Eccles T.C.—Erection of "Nashcrete" prefabricated building at Winton for British Restaurant. B.E. and S.

West Riding P.H.C.—Adaptation of Hamilton Annex, Springwell House, Balby, Doncaster, as maternity home. West Riding Architect, County Hall, Wakefield.

FEBRUARY 8.

Haslemere U.D.C.—Erection of reinforced shelter at ambulance depot. S.

Portslade U.D.C.—Construction of group-type warden's post. E. and S. Dep. £1.

Twickenham T.C.—Erection of day nursery at Hampton. B.E. Dep. £1 1s.

Woking U.D.C.—Erection of paper-baling shed. H. P. Tame, A.M.Inst.C.E., E. and S. Dep. £1 1s.

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The Leading Office for

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FEBRUARY 9.

Manchester T.C.—Erection of prefabricated hutment and adaptation into nursery at Rochdale-rd., Collyhurst. City Architect. Dep. £1 1s.

FEBRUARY 11.

Manchester T.C. — Alterations to regional control centre. City Architect. Dep. £1 1s.

FEBRUARY 13.

Rainford U.D.C.—Erection of Nashcrete prefabricated building, together with foundations, drainage, etc. R. C. Haycock, S., Dep. £1 1s.

FEBRUARY 15.

***Romford T.C.**—Work at two C.D. depots. 1. (a) brick and concrete shelter; and (b) brick and asbestos garage. 2. (a) brick and concrete surface shelter; and (b) brick and asbestos garage. B.E. and S. Dep. £1 1s.

NO DATE.

Cumberland C.C.—(a) Building of brick buttresses at Millom Lapstone-rd. Boys' school; (b) conversion of parts of Holborn Hill school into (1) nursery school, and (2) canteen for school children. J. H. Haughan, County Architect, 4, Alfred st., North Carlisle.

Southampton C.B.—Strengthening internal shelter, Deanery school. B.E. and S. Dep. £1.

MATERIALS, &c.

FEBRUARY 1.

Rhondda U.D.C.—Road materials. E. and S.

FEBRUARY 3.

East Riding. C.C.—Road materials. County S., County Hall, Beverley.

Southwark B.C.—Road materials, etc.

FEBRUARY 4.

Kensington B.C.—Road materials, etc. T.C.

Swansea C.B.—Road materials, etc. B. E. and S.

FEBRUARY 5.

Chadderton U.D.C.—Road materials, etc. E. and S.

Cumberland C.C.—Road materials. County S., Citadel-chbrs., Carlisle.

Todmorden B.C. Road materials. B.E.

FEBRUARY 6.

Glamorgan C.C.—Road materials, etc. County E. and S.

Halifax T.C.—Road materials, etc. B.E.

Swadlincote U.D.C.—Road materials, etc. E. and S.

FEBRUARY 8.

Carmarthenshire C.C.—Road materials, etc. County S., Wellfield-rd., Carmarthen.

Cornwall C.C.—Road materials, etc. County S., County Hall, Truro.

Enfield U.D.C.—Road materials, etc. E. and S.

FEBRUARY 10.

Runcorn U.D.C.—Road materials, etc. E. and S.

FEBRUARY 12.

Crompton U.D.C.—Road materials, etc. Acting E. and S.

Heston and Isleworth T.C. — Road materials, etc. B.E.

Rainford U.D.C.—Road materials. S.

Tottenham B.C. — Road materials. T.C.

FEBRUARY 13.

Bromley T.C.—Road materials, etc. B.E.

FEBRUARY 15.

Littleborough U.D.C.—Road materials, etc. E. and S.

FEBRUARY 20.

Caernarvonshire C.C.—Road materials, etc. County S.

***Chelsea B.C.**—Road materials, etc. Acting T.C.

Settle R.D.C.—Road materials, etc. S.

Wolverhampton C.B.—Road materials, etc. B.E.

ROAD, SEWERAGE AND WATER WORKS.

FEBRUARY 8.

Woking U.D.C.—Construction of access road. E. and S. Dep. £2 2s.

PUBLIC APPOINTMENTS.

FEBRUARY 3.

Grimsby E.C.—Teacher of Building Subjects, Junior Technical School. Application form from Education Offices, Eleanor-st., Grimsby.

FEBRUARY 5.

Bournemouth C.B.—Full-time Lecturer in general Building Subjects. Director of Education, Town Hall.

FEBRUARY 12.

***Inverness C.C.**—County Road Surveyor. Application forms from J. W. McKillop, County Clerk, County-bldgs., Inverness.

***Middlesex C.C.** — (a) Painting and Decorating Instructor; (b) Brickwork Instructor. Application forms from The Principal, Twickenham Technical College, Egerton-rd., Twickenham.

FEBRUARY 19.

Bolton E.C. — Full-time teacher of Building subjects. Application form from John A. Cox, D. of E., Education Offices, Nelson-sq., Bolton.

NO DATE.

***Gt. Yarmouth E.C.**—Teacher of Building Subjects for Junior Technical (Builders) Course. G. J. Wroughton, Clerk to the Committee, Education Offices, School of Art, Trafalgar-rd., Gt. Yarmouth.

GENERAL BUILDING WORK

Birkenhead.—E.C. propose sub-station.

Bromsgrove.—R.D.C. approved: Additions to farm buildings, Avoncroft Agricultural College, Stoke Prior, Board of Management Building, Shaw-la., Stoke Prior, L. Dean.

Croydon.—M.H. approved scheme for nursery at New Addington.

Darlington.—N.F.S. to erect divisional stores; alterations proposed to fire station.

Dewsbury.—West Riding C.C. propose alterations to Staincliffe County hospital, for conversion into three maternity wards, at £1,070. Plans by A. Booth (A.), County Architect, County Hall, Wakefield.

Hinckley. — Council of Youth has acquired premises for conversion into youth centre at Stockwell Head.

Hull. — T.C. propose eight additional day nurseries.

Keighley.—West Riding C.C. propose alterations and additions at St. John's County hospital, Fell-la., for provision of additional maternity accommodation. Plans by A. Booth (A.), County Architect, County Hall, Wakefield.

Manchester.—T.C. approved: Conversion of premises into Catholic church, Burnage-la., Burnage, for the Lord Bishop of Salford. W. Ellis, architect, Union Bank-chbrs., Hardshaw-st., St. Helens; additions to factory. W. Cambell, architect, 44, Altrincham-rd., Gatley, Ches; additions to garage. W. C. Coulson, architect, 29, Westhulme-rd., Withington.—E. A. Newton (L.), architect, Rutherford-chbrs., Bow-la., Princess-st., prepared plans for drill-hall and conveniences, Cheetham, for Trustees of Jewish Lads' Brigade club.—T.C. propose day nursery at Rochdale-rd., Collyhurst, at £3,100.

Middlesbrough. — T.C. considering further nurseries at North Ormesby, in the grounds of Municipal maternity hospital, and near Tees (Newport) Bridge. Plans by Cecil Gorman.—Managers of St. Alphonsus' R.C. school propose acquiring and adapting house to provide temporary additional school accommodation.

Newcastle-on-Tyne. — Cackett, Burns Dick and McKellar, 21, Ellison-pl., Newcastle-on-Tyne, are architects for sanitary accommodation at Barclays Bank, Collingwood-st.—Plans approved for central kitchens at Allendale-rd., Ponteland-rd., Middle-st., Langley-rd., West-rd., Pendower school, Whickham View and Ravenswood-rd., for E.C.

Salford.—T.C. propose erection of prefabricated building as extensions to the Hulme-st. day nursery.

Southampton. — Plans submitted by Green & Rudgely, on behalf of R. J. Essex, additions to garage (amended); by W. H. Saunders & Son, for Liners Laundry, Ltd., alterations and additions, Pitt-rd.; by R. W. Small, for South Hants Motor Co., alterations and additions; by Weston, Burnett & Thorne, for Southern Newspapers, Ltd., partial reconstruction of premises.

Stafford. — T.C. propose permanent maternity home.

Wolverhampton.—E.C. propose alterations for provision of nursery classes at Warstones-rd., Causeway Lake, Holy Rosary, Christ Church, St. Andrew's and St. Stephen's schools.

BRITISH RESTAURANTS AND CANTEENS

Bolton.—T.C. propose B.R. at Foundry-st.

Derby.—T.C. propose B.R. at Tennant-st. car-park.

Egremont (Cumberland).—P.C. considering B.R. facilities.

Felling-on-Tyne. — U.D.C. approved plans by Miners' Welfare Commission for canteen at Heworth colliery.

Hendon. — B.C. to submit scheme to M.F. for B.R. at junction of Bridge-la. and Bridge-way.

Irlam.—U.D.C. propose B.R. and cooking depot.

Middlesbrough.—E.C. approved £16,800 plan for extending school meals facilities.

Morpeth.—B.E. prepared plans for converting Corn Exchange into B.R.

Ormskirk.—U.D.C. received approval of M.F. for B.R. at Burscough, at £1,580.

Rowley Regis. — T.C. propose B.R. at Blackheath, at £1,898 15s.

Sedgefield.—R.D.C. seeking approval for B.R. at Chilton and Trimdon Grange. Plans by T. Tarran, S.

Stockton-on-Tees.—T.C. propose alterations to central cooking depot.

Swinton and Pendlebury.—T.C. seeking sanction of M.F. for extensions to B.R. at Ellesmere-st., Pendlebury, at £550.

Walsall. — Staffs E.C. propose school canteen for Cheslyn Hay and Wyrley schpol.

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A.R.P. SCHEMES

LONDON.

Croydon.—P.H.C. approved scheme for shelter at Cheam hospital, at £450.

Hendon.—T. B. Williams, Ltd., secured contract for erection of 15 additional static water tanks.

Kensington.—Y. J. Lovell & Son, Ltd., to carry out strengthening work at public basement shelters, for B.C.

Southgate.—T.C. to strengthen shelter at Isolation hospital, at £250.

PROVINCIAL.

Durham.—N.F.S. propose headquarters and accommodation for personnel.

Halesowen.—Tender, at £2,564, of J. Harper & Sons (Blackheath), Ltd., Blackheath, nr. Birmingham, has been accepted by T.C. for erection of fire station.

Liverpool.—E.C. received B.E. approval for erection of 26 surface shelters at Daisy-st. schools.

Romford.—Certain necessary works to be carried out at mortuary, Victoria-rd., at £215.

Stretford.—T.C. accepted tender of Smith & Allcock, Ltd., 471, Chester-rd., Cornbrook, Manchester, at £57 14s. per shelter for extensions to trench shelters, to provide refreshment facilities.

TENDERS

Tenders for A.R.P. work will be found under "A.R.P. Schemes."

* Denotes *accepted.*
† Denotes *provisionally accepted.*
‡ Denotes *recommended for acceptance.*
§ Denotes *accepted subject to modification.*
¶ Denotes *accepted by H.M. Government departments.*

Bolton.—Extensions to works: *W. Townson & Sons, Parkhill-st., Bolton.

Durham.—Canteen at Burnmoor D. Pit: *D. & J. Ranken, Ltd., Stockton-rd., Sunderland.

Durham.—Miners' canteen at Murton colliery: *G. Gradon & Sons, North-rd., Durham.

Eccles.—Adaptation of Ebenezer Methodist Church Sunday-schools, Patricroft, for B.R., for T.C. T. Elce, B.S.: *Ernest Tonge & Sons, Ltd., 36, Station-rd., Swinton, nr. Manchester, £533.

Hendon.—For work at Mill Hill branch library, for B.C.: *Curton's of Stanmore, Ltd., £213.

Hitchin.—Extension of water main, for R.D.C.: †Stutley Bros., Ltd., Little Wymondley, £2,915.

Kensington. — Repairs to houses, for B.C.: *Leslie & Co., Ltd., £224; *H. B. Nixon & Sons, £215; Rawlings Bros., Ltd., £136.

Liverpool.—Erection of garage at Prince Albert-rd., for T.C.: *C. J. Doyle, 15, Victoria-st., Liverpool, £4,462.

¶London (Air Ministry).—List of new works contracts for week ended January 23. Value £500 and over for works services.

General maintenance work: Galbraith Bros., Ltd., London, S.E.26.

Electrical work: Bective Electrical Co., Ltd., London, W.1; Holliday, Hall & Stinson, London, S.W.1; General Electrical Maintenance Co., Pinner, Middx; Thorpe & Thorpe, Ltd., Hartley Witney, Hants; H. J. Cash & Co., Ltd., Millbank, S.W.1; Chapman, Lowry & Puttick, Ltd., Haslemere, Surrey; Atozed, Ltd., London, S.W.1; Buchanan & Curwen, Ltd., Leatherhead, Surrey; Colston Electrical Co., Ltd., Bristol 1.

¶London (Ministry of Works).—Works contracts placed during week ending January 21:—

London: Building work, Y. J. Lovell & Son, Ltd., 6, Bathurst-st., London, W.C.2.

Bucks: Building work, A. Roberts & Co., Ltd., 74, Earls Court-rd., Kensington.

Devonshire: Building work, Stephens & Son (1941), Ltd., Okehampton-st., Exeter.

Hampshire: Building work, Furneaux, 219, Barrack-rd., Christchurch, Hants.

Oxfordshire: Building work, Walden & Son (Henley)), Ltd., Empstead Works, Henley-on-Thames.

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¶**London (War Dept.).**—Works contracts placed by War Dept.:—

Cumberland: Miscellaneous work, J. Millar & Sons, Carlisle; The County Construction Co., Ltd., Carlisle.

Durham: Hutting (erection), J. T. Tarran, Ltd., Hutton Rudby, Yorks.

Yorks: Miscellaneous work, Quibell & Son, Ltd., Hull.

Lincs: Miscellaneous work, Allen & Co., Spalding; T. Wilkinson & Son, Cleethorpes; G. H. Hipkin, Grimsby.

Caernarvonshire: Miscellaneous work, Watkin, Jones & Son, Bangor, Caernarvon.

Shropshire: Hutting (erection), Griffiths Bros., Ellesmere, Shropshire.

Norfolk: Miscellaneous work, J. Youngs & Son, Ltd., Norwich.

Beds: Miscellaneous work, Winton Hayes, Ltd., Biggleswade, Beds.

Bucks: Hutting (erection), E. S. Gates, Little Chalfont, Bucks.

Glamorgan: Hutting (erection), Evan Thomas & Sons, Neath; D. Starling Thomas, Swansea.

London, N.E.: Hutting (erection), Kilby & Gayford, Ltd., London, E.C.2.

London, N.W.: Hutting (erection), Marrison (Contractors), Ltd., London, W.9.

Surrey: Hutting (erection), Tarrant Builders, Ltd., Virginia Water, Surrey.

Cornwall: Hutting (erection), Chas. Symons & Co., Liskeard; painting work, Wm. Sanders & Son, South Molton, Devon.

Co. Londonderry: Hutting (erection), R. Colhoun, Ltd., Londonderry.

Co. Antrim: Hutting (erection), Connor & Beattie, Belfast.

Manchester.—Additions to works: *L. Brown & Sons, Station-rd., Wilmslow, Cheshire.

Manchester.—Additions to works and conveniences: *Henry Matthews & Son, Ltd., 129, Stockport-rd., Ardwick, Manchester 12.

Manchester. — Additions to works: *Smith & Allcock, Ltd., 471, Chester-rd., Old Trafford, Manchester 16.

Middlesbrough.—Repairs to houses, for T.C.: *T. S. Colbert & Sons, Middlesbrough, £534; *Greenwell & Walker, Middlesbrough, £331; Thornton Construction Co., Ltd., Stockton, £120; T. Robinson & Sons, Middlesbrough, £164; Pilkington Construction Co., Middlesbrough, £186.

Middlesbrough.—Demolition of buildings and clearance of sites, for T.C.: *W. Clark, Middlesbrough, £972.

Middleton.—Works canteen. Bradshaw Gass & Hope (FF.), architects, 19, Silverwell-st., Bolton: *G. & J. Seddon, Ltd., 3, Manchester-rd. West, Little Hulton, nr. Bolton.

Romford.—Repairs to dwellings, for T.C.: *Chas. Bailey & Co. (Contractors), Ltd., £497 (subject to M.H. approval).

Salford.—Works for T.C.: Reconstruction of roof over boiler and mortar mill at Cleansing depot and reinstatement of sliding gate: *D. Walton & Co., Ltd., Clarendon-rd., Cross-la., Salford 5, £320.

South Shields.—Canteen: *Gustavus Bailey, Ltd., 19, King-st., South Shields.

Stockton-on-Tees.—Provision of central kitchen at Ragworth school and dining-room at Newham Grange school, for E.C.: *Thornton Construction Co., Ltd., Stockton-on-Tees, £1,048.

Worcestershire.—Works in connection with central cooking depot, Finstall, for C.C. Henry Rowe & Son, County Architects, 38, Foregate-st., Worcester: *William Weaver, Ltd., The Strand, Bromsgrove.

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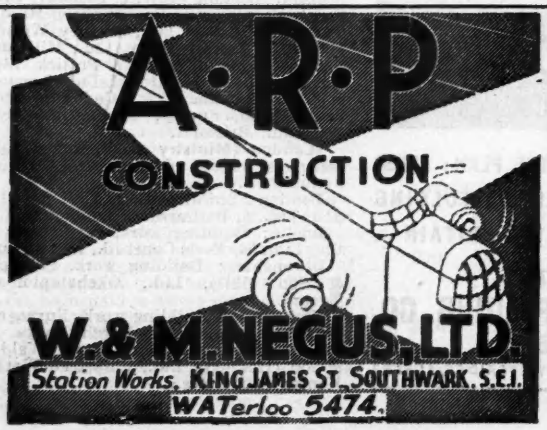

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